









# MINNESOTA TRANSPORTATION MUSEUM, INC.

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The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$5 per year charge.

## SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

## MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

## MEMBERSHIPS

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## THANK YOU FOR YOUR GENEROSITY

-To Alfred and Dorothee Aeppli, Jim Anderson, Keith Anderson, Donald G. Baker, Charles Barthold, Carl Barthelemy, Charles E. Bates, A. J. (Tony) Bauman, Lyndon and Ruth Benson, Erik and Paula Biever, Linda M. Boden, Thomas G. P. Boies, Robert Bowes, Robert F. Breseman, Robert and Anna Butler, John Cartwright, John Coughlin, Robert Cumbey, Roy Eberbach, G. Everitt, Dick and Carol Fish, John Fitchette, Bob Frey, Wendell Gilkerson, David Hamilton, Roy B. Harvey, Dewey and Marietta Hassig, John Heintz, Clayton and Laura Henderson, Bill Herzog, Richard Hesse, Louis Hoffman, Seymour and Florence Hoffman, Ken Holley, Ray and Ruth Hopper, Doug Hultgren, Joel H. Hutchinson, George and Florence Isaacs, George Ittner, Lloyd and Bea Jackson, Bob Jensen, Forest Johnson, Robert R. Johnson, Richard Kasseh, Mark Keech, Irving W. Kendall, Norman S. Kerr, Joseph Krawczak, Jim Kreuzberger, Sigurd Larsen, III, De Smith Lindeen, G. Keith Lindberg, Larry Ludford, Jerald Martin, Loren Martin, Charles McCarthy and Lauren Ricketts, Lewis McGonagle, Harry McPeak, Elwin H. and Rosa P. Miller, Nick Modders, Frederic and Virginia Oakland, Bill Olsen, Russell Olson, Kurt C. Peterson, Stuart Powers, Fred and Mary Raiche, Mark and Patty Reimenschneider, Douglas M. Skoglund, Louise A. Smith, Eric E. Sorensen, Dennis and Ruth Stephens, Jim Sueker, Audrienne L. Walters, Lyle E. Vogt, Brian Weber, Sven A. Wehrwein, Patricia Whitacre, Debbie Wood, and Lowell F. Wood for their donations to the Traction Division's Annual Appeal.

-To Lt. Col. William Mozey and Fred Beamish for their donations to the Railroad Fund.

-To Don Olsen for his donation to the PCC Fund.

-To George Bergh for his donation to the Jackson Street Roundhouse Fund.

-To Ray Bensen, Jr. for his donation of paving bricks and a "Railroad Property" sign to the Traction Division.

-To Earl and Bettye Anderson, Marjory A. Bowden, Emil Gensinger, Donald Pierson, and Herb Pinske for their donations to the Traction Fund in memory of Ray Benson, Sr.

-To First State Bank of Excelsior for its donation of \$25,000 to build the Minnehaha's pier in Excelsior.

-To Excelsior Park Restaurant, Robinson Rubber Products Co., John and Kathe Ehlert, the Neilson Foundation, Glen and Marilyn Nelson, the Sundet Foundation, E. A. Sween Co., Control Assemblies Co., Lakeland Engineering Equipment Co., Lakeland Group Foundation, Gil and Lou Ella Braun, Lake Minnetonka Conservation District, James and Sally Engebretson, Belgarde Enterprises, Sam and Joyce Marfield, Ken and Barbra Allen, CIM Software Corp., Richard and Judy Corson, Extron Co., James S. Fish, B. C. and Katherine Fox, David and Margene Fox, Gerald C. Fox, John B. Goodman, the Griffiths Foundation, Matthew J. Levitte, Diane Liemandt, Richard L. Lindstrom MD, Lyman Lumber Co., Bruce and Carol Olson, Progress Measurement Co., Leo and Marcia Meloche, Thomas W. Noble, Bill and Terri Popp, Railway Equipment Co., Robert and Mary Ritter, Raymond C. L. Sweigert Trust, E. J. Skramstad, Loring M. Staples and Weisman Enterprises for their donations of \$1000 or more to the Steamboat Division Thanksgiving Fund Drive.

## CORRECTIONS & NEW INFO

Our apologies to Gordon Pederson for misspelling his name twice in two different issues.

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Bill Marshall writes about the Omaha 600 class Pacific shown on the inside front cover: "New MTM member Steve Kujawa, who worked as fireman and engineer of these three engines, advises that they were the only ones built with a unique exhaust system. Exhaust steam of other engines is directed, through a fine nozzle, up the smoke stack to create draft for the fire. On the 600 series, the fireman could select a low speed nozzle or a high speed nozzle to optimize firebox draft to better fit actual running conditions."

## HELP!

Now that Mike Miller is the new MTM chair, he no longer has time to run the oral history project. If you can take it on, please call him at 927-6960.

**Front cover: The MinneGazette promotes intermodalism, and to that end, we present this view of the Cedar Ave. streetcar crossing of the Milwaukee Road at Franklin Ave. That's the coach yard at left. Minneapolis Transportation Department photo.**

**Inside front cover: The Minneapolis & St. Louis was the only local railroad to purchase the uncommon RDC4, which lacked a passenger compartment. Even the coupler is shiny in this 1957 publicity shot. Note the fake stainless steel fluting on the express boxcar. Star-Tribune collection.**

## CHAIRMAN'S COLUMN

-John Diers

This is the end of my fifth, and last, year as Chairman of the MTM Board of Trustees, and my last column as Chairman. I've decided to step aside to do some long deferred things. I will continue to serve on MTM's Board and plan to remain active in the business of the Museum and the Osceola and St. Croix Valley Ry., but five years as Chairman is enough. This column is, therefore, an appropriate place to thank some people, sum up, and offer some thoughts for the future.

First in line is my wife, **Marcia**, who encouraged me to return to the Museum after a long absence, and, similarly, offered good counsel that it was time for me to step aside and do some other things.

Then there is **Aaron Isaacs**, who preceded me as Chairman. Aaron worked very hard to professionalize the organization. He reformed the way we elected officers and introduced a formal, deliberative process for planning and budgeting. Thanks to his efforts our Board transformed itself from a specialized, project oriented group to a broadly based, corporate, policy making body. Because of that change we can be a diverse organization accommodating everything from streetcars to steamboats, which brings someone else to mind. I refer to **Leo Meloche** and the group of volunteers who worked the miracle of the Minnehaha. I didn't have time to work on the Minnehaha Project, but it's been tremendously exciting and gratifying to be associated with. Like many, I never dreamed they could accomplish what they did in such a short time. They've demonstrated for the rest of the Museum new ways to raise funds, rally volunteers and build community support for a project. They pioneered the use of ISTEAFunds, and now every division of the Museum is involved with ISTEAFunds.

Mention must be made of the Traction Division and the Como Harriet Streetcar Line. It all began with 1300 and a handful of people who wanted to see it run, again, at Lake Harriet. I admit to a perpetual fondness for the operation. It's where I started with the Museum back in 1968, laying track under the expert tutelage of **Herb Pinske** and **George Isaacs**. Today, thanks to **Louis Hoffman** and the Harriet volunteers, it carries on as the gem of the Museum, featuring beautiful restorations, professional operations and excellent interpretation, all done in an atmosphere of group harmony that is the model for us all.

Thanks also to **Art Pew** for his enduring support at Jackson Street. The dream of a home for our railroad collection is finally coming true.

The Museum was in good shape when I took over from Aaron. Most of the hard work of reorganization was done and an exceptionally qualified Board of Trustees in place. That legacy made our move from Stillwater to Osceola much easier.

The Stillwater debacle was a wrenching experience. I wanted to preserve and protect the Museum's investment, but at the same time I knew our long term prospects were not good. For those of you who don't remember, we were given the Stillwater line by Burlington Northern. It was a beautiful piece of track running from historic, downtown Stillwater up Brown's Creek Valley and across open country to Duluth Junction. Then the developers moved in and within five years we were surrounded by high value homes and NIMBY owners who didn't like trains and complained to the county politicians. As a result, I spent most of my first two years as Chairman fighting a rear guard legal action to try to keep the trains running. The last straw was a county ordinance that restricted our operations to the point of bankruptcy. I knew it was hopeless and said so in a letter to the Mayor of Stillwater at the end of our 1991 season when we finally called it quits.

The story has a happy ending. That fall I received a letter from **Vickie Jensen** on behalf of the Osceola Historical Society. They were planning to acquire and restore the former Soo Line Depot. The letter asked if the Museum was interested in moving its trains to Osceola. That letter led to a series of community meetings and eventually a trip to Rosemont, Illinois to meet with **Ed Burkhardt**, President of Wisconsin Central Ltd. to discuss a trackage rights agreement. Mr. Burkhardt said yes, and the first trains ran in September of 1992.

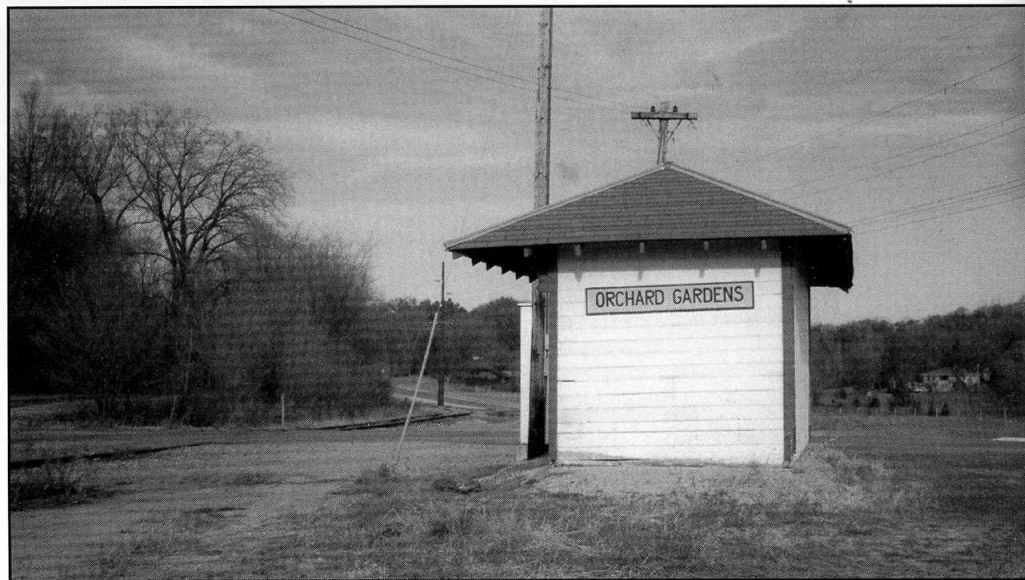
The following spring the Museum and the Osceola Historical Society formed the Osceola and St. Croix Valley Ry. as a marketing and policy making body to return the experience of passenger railroading to the St. Croix Valley. We also sold the Stillwater line to the Minnesota Zephyr.

Unlike Stillwater, at our new home we have the support of the involved communities, the Wisconsin Central Ltd and the state of Wisconsin and its **Governor, Tommy Thompson**. The OSV is an exciting project with tremendous potential. Marcia and I are devoted to its success, to the point that we've spent almost every weekend at Osceola for the past three years. I can't emphasize enough the importance of truly being partners with the local communities. We need that support to survive in the long run.

Apart from the railroad, my other personal projects were to help acquire and arrange for the restoration of the PCC car and help provide a home for our growing fleet of transit buses.

Personally, I feel positive about the Museum and its future. I feel I've been a good steward and have benefited from the help of many dedicated people. Some may disagree with my initiatives, but it's a big world and I hope there's room enough in it for all of us.

The next Chairman faces several challenges, and I will help in any way I can. One is the ongoing change and conflict in the Museum over its mission and the role of the membership. Fifteen years ago the Museum was a "mom and pop" organization. Its focus was inward and hardware oriented. Members paid their dues and had a voice in virtually anything they chose to get involved in.



The 1910 Orchard Gardens waiting shelter in Burnsville is a remarkable survivor of the original Dan Patch Line interurban days. Someone has been taking care of it. Does any reader know who? Alas, this part of the railroad is currently inactive. Aaron Isaacs photo.



The Board met across someone's kitchen table and the volunteer treasurer kept the books and painstakingly wrote out every check. Today, we are a corporation in the "business" of preserving living examples of transportation history. As a market driven business, our revenues come from customers who buy our products be they a train ride at Osceola or a book on *Twin City Lines in the '40's*. Our products have to be what the customer wants. If they're not, the customers will spend their money somewhere else. We are both entertainment and living history and must compete for the customers' discretionary dollar. We are, also, a specialized organization which is learning the importance of "soft" things like marketing and public relations. In my view, this is the future and we must embrace it. We must also find ways to appropriately involve members in the policy making process and provide projects which meet their needs and interests as well as the customers'.

Then there is the issue of defining and/or reorganizing the relationship between MTM's Railroad Division and the Osceola and St Croix Valley Ry. There are some who view this as a chance to win and take control, rather than an opportunity to share the operation of a potentially very fine and lucrative tourist Museum railroad. Anyone who thinks this way risks alienating the St. Croix Valley community and repeating the mistakes we made at Stillwater. I urge all involved to be generous and think about the future.

Thinking about that future means coming to grips with two important and inevitable issues. First, how will the Railroad Division solve its chronic undercapitalization problem? Equipment repairs and restoration aren't keeping up with depreciation. A cash infusion from somewhere is vitally needed but won't happen until we embrace a truly business-like approach. That may mean a "partnership" with a private party who will bring investment capital. One need look no further than the Steamboat Division's dock partnership with the Excelsior Park Restaurant to find a working example. Private investors put North Star Rail's 4-8-4 #261 on the road, and one might argue that Osceola is a less risky investment. The second inevitable challenge is what to do if there is a change in philosophy at Wisconsin Central. We presently have the best of all worlds, but I think we all know that railroading today is a dynamic business. Remember, Norfolk Southern dropped its steam program once the Claytours left. A "new" or merged Wisconsin Central might have a different corporate attitude toward Osceola. What then? We need to have a plan to secure the future. I believe that plan requires a private partner.

With the startup of steamboat operations, it's also time to take a long hard look at our information, ticketing, and charter phone services. We need an approach that pulls together the marketing and information services of the organization yet preserves the identity of the various sites and their special needs. **John Walker** has been working on a plan to make this happen with state of the art equipment. The goal is to reduce costs and make the information more accessible to our customers. This effort should be supported.

I believe that MTM is fulfilling its original mission of educating the public about surface transportation and is learning to do so in different ways. The ARM convention showed that we have the respect of our peers. Looking ahead I see a bright future.

## BOARD OF TRUSTEES

### September 1995

-Because of the ARM convention, the Board did not meet.

### October 1995

-Approved a new account at First State Bank of Excelsior.

-Moved the annual dinner to the winter membership meeting in early 1996.

-Assumed authority for appointing the Election Committee.

-Approved a member referendum on whether or not to cancel uncontested Board elections.

### November 1995

-Approved the appointment of **Byron Olsen** as Museum Counsel.

-Approved contracts covering the lease and/or acquisition of property in Excelsior for the steamboat dock, dock access, parking and proposed museum building.

-Directed the Railroad General Superintendent to return to the December Board meeting with a financial recovery plan for the division.

## BOARD ELECTION RESULTS

In an uncontested race for two open seats, incumbents **John Diers** and **Michael E. Miller** received 430 and 485 votes respectively. 19 write in candidates received from one to ten votes apiece, for a total of 49 write in votes. A non-binding referendum was held to determine if an uncontested election should be held. There were 289 (61%) votes in favor of permitting the Board to declare the candidates elected instead of holding an election. 151 (31%) opposed the idea and 31 had no opinion.

## OBITUARY

The Museum lost a good member and friend with the passing of **Bob Schumacher** in October at age 73. Bob was a trolley fan from way back. After serving in the army in World War II, he graduated from the University of Minnesota and became a management trainee at Twin City Rapid Transit. He held various positions while in the program, finally ending up as a motorman. The interview about his experiences is the centerpiece of "Twin City Lines-The 1940's". He was involved with the Museum from the beginning, as a steady track worker, operator in both regular and charter service, gardener and financial benefactor. He was an excellent traction modeler in "O" scale. Bob is survived by **Hazel**, his wife of over 50 years.

## TRACTION REPORT

- **Louis Hoffman**

### A look back to 1954

Some things never change. Here's a description of the section of TCRT's Como-Harriet line over which we now operate, taken from the February 1954 Railroad Magazine article *Railroads of the Twin Cities* by **Frank P. Donovan, Jr.** "We've been on many electric lines from coast to coast, but in our estimation this ride is the prettiest of any city. Why? Because the car runs along private right-of-way near the poplar lined shore of Lake Calhoun on one side, and the equally beautiful banks of Harriet on the other." It was sent to us by **Richard Lasater** of the North Carolina Railroad Museum as thanks for our hospitality during the ARM Convention.

### Annual Appeal a success

Your generous response to the Traction Division's first Annual Appeal has been gratifying. 95 persons, representing 78 memberships, have given \$4,685. This is more than ten percent of the Traction Division's annual budget. Donations ranged from \$5 to \$600. Especially welcome were the donations matched by three members' employers, **Alliant Techsystems**, **Gannett Communications**, and **IBM**. Also very welcome were the donations from the six members who told us not to send their premium, enabling the Traction Fund to reap the full value of their donations. It's not too late to contribute to the Traction Division Annual Appeal. If you're one of the 700 members who have not made a contribution, how about \$5? If every member who has not made a contribution sent \$5,



**The Park Board has cut away the brush on both sides of the pedestrian underpass in anticipation of ISTE funded restoration work. The arrows point to four lamppost bases that will be restored. The one at right has a mature tree wrapped around it. Aaron Isaacs photo.**

that would total \$3,500 - enough money to install more than fifty donated ties and equivalent to 3,500 passengers. Please send your Annual Appeal contribution to: MTM, Traction Division Annual Appeal, P.O.Box 17240, Nokomis Station, Minneapolis, MN 55417-0240.

#### **ARM at Lake Harriet**

When I arrived at Lake Harriet for the first event of the 1995 ARM convention on Wednesday, September 20 aboard #1399, I wasn't expecting to be impressed. After all, I expect a high level of quality after eight years as a volunteer in the Traction Division. But I was impressed. The first thing we saw was the safety crew, wearing orange vests, passing by on the speeder, which had a floodlight and would mark the north end of the line. Then followed three spotlessly clean streetcars, operated by crews in full uniform, using their radios for the first time, operating according to a sequence of operations that was heavily modified at the last moment, all after dark. No one would have guessed that this was the first operation of its kind at Lake Harriet. Hats off to the Traction Division volunteers who put on a tremendous show for our guests.

#### **Behind the scenes**

Recognition to more of those whose valuable support for the work of the Traction Division is behind the scenes. Thanks to **Phil and Betty Settergren** of **Settergren's Our Own Hardware** at Penn and 54th for their ongoing donation of hardware items and to the **Great Harvest Bakery** on Upton Avenue for its donation of baked goods for the Traction Division holiday party. In addition, thanks to **Dewey Hassig** and **Michael Sciortino** for their hard work in keeping control of our inventory at the Linden Hills Depot and to **Karl Jones** for repairing the monitor from the Traction Division's computer.

#### **Survey out - Please help in our silver anniversary year**

The 1996 Traction Division Survey was mailed out in December. Please volunteer. There are many tasks at Lake Harriet that are being done by too few people volunteering for too many hours. There are others which just aren't done because no one is there to do them. Just a few examples: our roster of operators is down to 79 persons, the lowest it's been in many years. Our most diligent volunteers drive more than 300 miles to get here - several times per month. One person is responsible for more than one third of the hours

volunteered at Linden Hills Car barn and Shops. The overwhelming majority of hours spent there are volunteered by a handful of people. Even if you can help only once per month, we need you. Although there is much to do in all departments, please consider volunteering for a track crew. The heavy work, such as tie replacement, will be done by contractors. Please sign up.

In August, the Como-Harriet Streetcar Line will celebrate 25 years of service. Let's all join together in making our silver anniversary truly special. There is something for everyone to do, no matter how much time you can contribute or what your talents are.

#### **Bensen memorials received**

Contributions to the Traction Fund in memory of **Ray Bensen, Sr.** were made by **Earl and Bettye Anderson**, **Marjory A. Bowden**, **Emil Gensinger**, **Donald Pierson**, and **Herb Pinske**. In addition, **Ray Bensen, Jr.** has donated a cast sign originally found along the Lake Harriet right-of-way and a number of paving bricks which will be used to rebuild the 42nd Street crossing - a permanent memorial to Ray. Thank you for remembering Ray with a donation to the streetcar line to which he gave so much of his time over so many years.



## Bob Schumacher

The Traction Division also mourns the death of **Bob Schumacher** after a long battle with cancer. A TCRT motorman (Bob's recollections are preserved in *Twin City Lines: The 1940s*), Bob was a loyal and dedicated volunteer for many years whose friendship and willingness to do what needed to be done will be missed.

## Engineering Department

Track crews began the process of tightening angle bars along the line last fall. Despite the purchase of an air impact wrench and other paraphernalia to ease their work, the going was slow. Crews ran into a lot of old, badly worn hardware and a decided lack of uniformity in size. Worn and non-uniform material was replaced.

In the spring, volunteer crews will complete the process of tightening angle bars. Volunteer crews will also trim brush and spray herbicide. A contractor will be hired to tamp and level the line, including the 100 ties last summer which were never tamped, install about thirty gauge bars to hold the gauge until our tie replacement program renders them unneeded, and replace two worn rails. We'll purchase limestone ballast to fill in the pockets left by the tamping and dump it along the line in late spring or early summer and hand-dress the line during the remainder of the summer and into the fall if need be. When our ISTEAF funds are available, which we now anticipate to be in the fall, we expect to have money to replace about 300 ties and rebuild the grade crossing at West 42nd Street with original granite paving blocks.

The generous donation of **Paul Webster** of **Webster Industries** will go a long way toward making these plans successful. The donation consists of 2,500 6 by 7 foot industrial grade ties, and three sets of switch ties, to be delivered by spring 1996. A small tie pile will be maintained at Lake Harriet while the bulk of the ties will be stored at Jackson Street near the GMC buses. Our thanks to Mr. Webster and to **Stan Thomas** for their great generosity.

Signing up for a track crew will also go a long way in making these plans successful. As you can see, much of the heavy work will be contracted out. The lighter duty work been saved for volunteers. So there's no reason not to sign up for a track crew on this year's Traction Division Survey.

Thanks also to all those who volunteered to help with track work this fall: **John Cochran, Joel Downer, Rodger Gardner, Gary Gustafson, Nils Halker, Roy Harvey, Scott Heiderich, George Isaacs, Corbin Kidder, Tim Layeux, Gary Matson, Charles McCarthy, Harry McPeak, Michael J. Miller, James Otto, John Prestholdt, Clyde Stephens, Walt Strobel, Terry Warner, and Debbie Wood.**

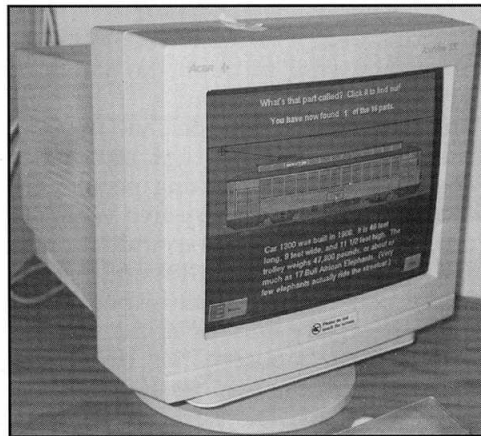
Thanks to Debbie for calling the crews. **Scott Heiderich** has agreed to serve as Chief Engineering Officer on a permanent basis. Welcome aboard, Scott, and thanks for all of your help.

## Mechanical Department

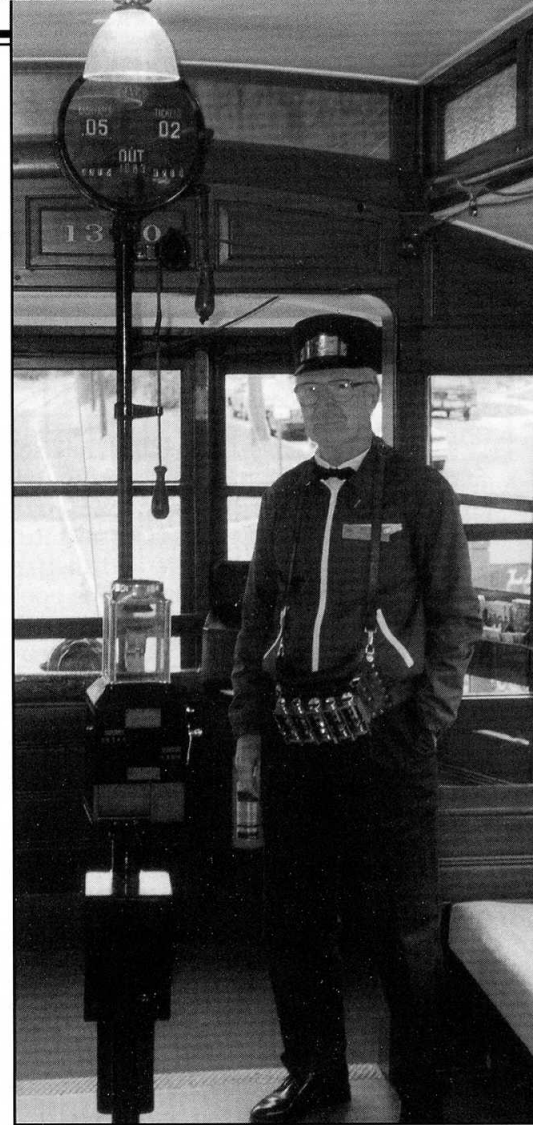
After the completion of the roof on #1300 in late July, most of the shop crew took a well-deserved break in August. Once everyone got back into the swing of things in September, much activity was focused on getting the equipment in top-notch shape for the ARM convention. This included thorough inspections of all three cars. This inspection, and the discovery of a mystery bolt along the line by an eagle-eyed **Mark Digre**, revealed a number of loose and missing bolts on #1300, which were replaced and tightened. Also prior to the ARM convention, **Karl Jones** stripped and refinished the rear platform floor of #265. With the operating season ending on October 29, #1300 has been moved into the maintenance barn and will be the primary focus of the shop crew's attention this winter.

#1300's trucks have been thoroughly examined, cleaned and repairs made to ensure that there isn't a repeat of the mystery bolt problem. There will also be a lot of stripping and refinishing of small wood parts on all cars. If the truck work goes quickly, the rest of #1300, from the letterboard down, may be repainted. The last *MinneGazette* reported that the car, from the letterboard up, was repainted a lighter, less orange yellow. This color matches the original paint, uncovered during the stripping necessitated by the roof replacement.

A recent review of the Mechanical Department work schedule shows full houses on Wednesday evenings. If Wednesday is when you're free, by all means stop by. But we really need volunteers on Saturday mornings. If you can help, please stop by or call **Mike Miller** for more information.



**Brian Dean's interactive computer display has been a big hit with kids and their parents. Louis Hoffman photo.**



**Bill Herzog on duty. Aaron Isaacs photo.**

## Motor Bus Department

After its thorough overhaul by **Tony Kolnik** of MCTO, #1399 performed spectacularly during the ARM convention. Thanks to **Fred Beamish** for all of his driving. On Wednesday, #1399 made two round trips from The Saint Paul Hotel to Lake Harriet. On Thursday, #1399 was scheduled to operate in shuttle service from Linden Hills Depot. A mix-up with Ryder resulted in her making the long haul to Excelsior and then all the way back to downtown St. Paul. That evening, she made three round trips from the hotel to St. Paul Union Depot. On Friday, #1399 operated from the hotel to the Hill House, to Withrow and return. Finally, on Sunday, she made three round trips from the hotel to Lake Harriet. Only two problems surfaced - the side view mirror was loose and a windshield wiper broke loose. Mechanically, not one problem.

The unidentified Yellow coach donated to MTM by MCTO has been sold to the Old Pueblo Trolley in Tucson, Arizona pending their arrangement of suitable transportation from St. Paul to Tucson. OPT will restore it as an identical model Tucson coach.

Thanks to **Joel Gensler** for seeing to it that all of our buses at Jackson Street are securely tarped. This should add to the security of the buses and make eventual restoration easier.

Because of the transit strike, our discussions with MCTO about the rest of our fleet were delayed. Thus, my promise of an update in this Minnegazette must again be broken. Maybe next time.

#### Passenger Services Department

"Twin City Lines-The 1940's" has sold faster than anyone expected. About 1900 of the 2000 copies are gone and 2000 more have been printed. **Aaron Isaacs** and **Russ Olson** caught several errors and they are corrected in the second edition. The books are on sale at area hobby shops, the Minnesota Historical Society's museum store, most Barnes & Noble stores and some B. Dalton stores, Baxter Books in downtown Minneapolis, Orr Books and Borders Books in Uptown and Tobak & News in Highland Village. If you haven't got yours yet, you can purchase one by mail now. Send a \$10.00 check, payable to MTM, to **Aaron Isaacs**, 3816 Vincent Ave. So., Minneapolis, MN 55410.

In addition to brisk book sales, sales of the new Como-Harriet Streetcar Line mugs have been strong. You can get your mug by mail now. Send a \$7.00 check, payable to MTM, to **Michael Sciortino**, 3515 Emerson Ave. So., Minneapolis, MN 55408.

Where do our passengers come from and what do they say about us? The Visitor's Register in the Linden Hills Depot knows all. Most of our passengers came from the Linden Hills and surrounding areas, although many come from the far reaches of the metropolitan area and statewide. They also came from forty states, the District of Columbia and eighteen foreign lands: Australia, Canada, Costa Rica, France, Germany, Hungary, Ireland, Japan, Latvia, Mexico, the Netherlands, Norway, Paraguay, Poland, Russia, Sweden, Switzerland, and the United Kingdom.

What do they say? "Very nice job of restoration." "Very well run." "Delightful memories!" "Que Bueno." "Wish we had some of our old Sydney (Australia) trams running like this." "Last rode in 1950." "Good to see history preserved." "Wonderful as usual." "I love the trolley!" "Enjoy the history. This is great." "I used to ride the streetcar to work and downtown in the 40s." "As always, we love it." "A wonderful ride back in time." "Cool car." "Super fun." "My grandpa was a conductor on this line." "Good guide." "Thank you for the memories on our wedding day." "Friendly trolley drivers." "First class!" "We love coming here." "First class restoration." "We always have to take a ride when visiting." "A favorite of ours." "I love the trolley." "Very fine service."

#### 1995 Como-Harriet Ridership

	Passengers	Tokens	Charter Passengers	Total Passengers	Trips
May	3,117	2,001	221	3,338	172
June	7,164	4,674	262	7,396	417
July	11,163	7,814	257	11,420	494
Aug	8,154	5,608	536	8,690	387
Sept/Oct	7,600	4,943	344	7,944	344
<b>Total</b>	<b>37,168</b>	<b>25,040</b>	<b>1,423</b>	<b>38,591</b>	<b>1,814</b>

*"Fantastic!" "Enchanting." "We make it an annual trip." "Living history at its best." "When I was 8 years old, I rode this streetcar from Morningside to the YMCA." "Fine interpretation." "Love having the trolley in the neighborhood." "Continue the good work."*

These comments tell us a few things about what we do and how we do it. First, we are a top notch attraction for children and for older persons who remember the streetcars. Second, we have many loyal repeat riders, mostly, but not always, from Linden Hills and surrounding neighborhoods. Third, people bring their out of town friends to ride the streetcar. Fourth, people are impressed by the friendliness of our crews and the quality of our operation and restoration. Fifth, people are impressed by the quality of the exhibits in the Linden Hills Depot. Sixth, riding the Como-Harriet Streetcar Line is fun.

Despite the many positive comments written in the Visitor's Register, we need to attract more people. The Traction Division is taking advantage of some of the marketing and public relations talent in our midst - **Michael Sciortino** and **John Walker** - to devise ways to get the word out about the Como-Harriet Streetcar Line without spending a lot of money. On our budget, paid advertising is out. The problem is how to get free advertising. Do you have any ideas? Or do you have any skills or connections in this area? Please let us know.

#### Safety and Training Department

This year, fifteen foremen and operators went through the Safety and Training Department's Retraining Program. With 79 foremen and operators, the Department is right on track in ensuring that all operating personnel go through retraining every five years. This program consists of re-examination and spending one shift in revenue service under observation of an inspector, who offers necessary critique of the foreman's or motorman's observation of the rules, the sequence of operations, and technique. Thanks to Inspectors **Karl Jones** and **John Kennedy** for their hard work and time in making this new program, now in its second year, a success.

#### Transportation Department

The third annual Members Day was held at Lake Harriet on Sunday, October 1. More than twenty members stopped by to try their hand at running #1300. Let's hope that we see them again at motorman training in spring. Thanks to **Al Jensen** for organizing this popular event. If you have an interest in running streetcars at Lake Harriet, please fill out your 1996 Traction Division survey and mail it in as soon as possible. Look for information about this year's Members Day with your summer Minnegazette.

Ridership statistics for 1995 are not pleasant reading. The rains of May and June, the heat of July and August, and an autumn which seemed to last about three weeks conspired to depress ridership to its lowest level since 1975, despite a strong July. Nevertheless, 38,591 passengers did ride the cars, a respectable figure many museums would be glad to achieve.

Five full days were canceled because of rain, two of them the Saturday and Sunday of Memorial Day weekend. On Memorial Day itself, more than 1,000 passengers rode, an indication of how many passengers were lost because of rain that weekend. In addition, it rained on twenty other days, depressing ridership.

In terms of streetcar use, #1300 carried 17,592 passengers on 53 days, #265 carried 14,445 passengers on 41 days, and #78 carried 5,131 passengers on 31 dates. We averaged 341 passengers per day in regular service and 44 per day in charter service. There were 50 charter trips.

The total number of Transportation Department hours logged was 1,875.5 by 91 persons, 79 qualified foremen and operators and twelve station agents, an average of 20.6 per person. Here are the seventeen volunteers who logged more than thirty hours: **Dave Culver**, 56.5, **Earl Anderson**, 53, **Mike Buck**, 46.5, **Michael Sciortino**, 45.5, **Jeanne Inselman**, 42.5, **John Kennedy**, 41, **Russell Olson**, 40.5, **Bernie Braun**, 39.5, **Rodger Gardner**, 37.5, **John Prestholdt**, 37, **David Boone**, 35.5, **Dave VenHuizen**, 35, **Brian Krynsinski**, 34.5, **Hilmar Wagner**, 34, **Kathy Prestholdt**, 32.5, **Harry McPeak**, 32.5, **Karl Jones**, 31.5, and **Brian Hayes**, 30.



A total of 327.5 hours were logged in the depot by 43 agents, an average of 7.6 per person. The leaders were **Bettye Anderson**, 28.5, **Darcy Anderson**, 23.5, and **Michael Sciortino**, 25.5. A total of 45.5 hours were logged in charter service by thirteen foremen and operators, an average of 3.5 hours per person. The leaders were **Roy Harvey** with 18 hours and **Harold Dalland** with 11.5 hours. Recognition must also go to charter agent **Wanda Sims** for all of her hard work in scheduling the charters and the charter crews. Thanks again to **John Prestholdt** for keeping these statistics.

Another way of boosting revenue is by boosting ridership. The Passenger Services Department is working on ways to do that. But you can help too. The Museum has more than 800 members. If each member could get ten paying passengers (those over age 4) to Lake Harriet, that would be 8,000 fares. That's \$8,000 - not including souvenir sales. Please spread the word among your families and friends, at work, at church, at groups you belong to, and anywhere else you can think of - Boy and Girl Scout groups, senior citizen clubs, and the like. If you need brochures to pass out, please let us know. Call **Louis Hoffman** at 729-0287 for your supply of CHSL brochures.

Remember that the Como-Harriet Streetcar Line is a perfect group activity. Charter a streetcar for that group of yours - remember that members get a \$10 discount off of the rate charged to the general public. The member rate is \$30 per one-half hour. For more information or for charter reservations, please contact our charter agent, **Wanda Sims**, at 291-7588 after April 1.

### Minnehaha Depot

#### - Corbin Kidder

Despite park construction, poor weather, and fewer pre-school and Scout groups than the norm, attendance was good at the Minnehaha Depot this summer. There were 2,185 recorded visitors. Revenue was \$240.94 versus expenses of \$220.46, resulting in a surplus of \$20.48. Nearly half of the expenses were related to the open house in May; the remainder went for mailing, souvenir tickets, and supplies. Similarly, about half of the income came from sale of the winter depot posters. If you haven't gotten one, stop by the depot this spring - at \$5, they're a bargain and your purchase helps support continued improvement, maintenance, and operation of the Princess.

The Depot was staffed on 38 days in 1995, half of them on scheduled Sunday and holiday shifts. Thanks to **Darcy Anderson**, **Bob Branchaud**, **Mike Buck**,

1995 OSCEOLA RIDERSHIP										
Marine					Dresser					
	Coach	Group	1st Class	Total	Coach	Group	1st Class	Total	Total 1994	Total 1995
May	258	180		438	151	293		444	954	882
June	733	391		1124	310	134		444	3237	1568
July	1505	1042		2547	130	55		185	5101	3189
Aug	1200	324		1524	490			490	5155	2014
Sept	1735	1293	378	3406	1899	30		1929	6832	5507
Oct	2664	2522	561	5747	952	65	94	1111	6162	6880
<b>Total</b>	<b>8,095</b>	<b>5,752</b>	<b>939</b>	<b>14,786</b>	<b>3,932</b>	<b>577</b>	<b>94</b>	<b>4,603</b>	<b>27,441</b>	<b>20,018</b>

**Scott Heiderich**, **Pete Kidder**, **Bill Marshall**, **Art Nettis**, **Hugh Salisbury**, **Walt Strobel**, and the **Morse Telegraph Club** for their assistance.

Please come by in 1996 and see the newly re-set brickwork and retaining walls on the north portico, courtesy of the Minnesota Historical Society. More improvements are planned for 1996. Look for information about these improvements and the 1996 Open House in the next Minnegasette.

## RAILROAD REPORT

### Osceola ridership down

1995 Osceola ridership dropped 27 percent from 1994. The decline was consistent across every fare category except first class. The drop appeared to be caused by bad weather, primarily a protracted period of rain, heat and extreme humidity during the months of June, July and August. Other tourist attractions in the St. Croix valley report similar trends. In contrast, October was quite pleasant and 1995 ridership was up 12 percent over the same month in 1994. Apart from October, the only bright spots were first class, which rose 56 percent, and September Dresser steam runs, which were up 33 percent. The new \$30 family fare attracted 1426 rides.

Despite the disappointing turnout, revenue dipped only 16 percent. Elimination of the senior discount, addition of sales tax on top of the fare, higher steam train fares and increased

first class sales combined to raise the average fare from \$6.18 in 1994 to \$7.09 in 1995. Customer complaints about high fares were virtually nonexistent, contradicting the idea that fare increases contributed to the slump.

### Equipment

Steam engine #328's current boiler inspection is good through August 1996. It ran out to Osceola under its own power and spent the month of September pulling three Dresser trips per weekend day. This is an increase from last year, when it mostly ran on Saturdays only.

Great Northern coach #1213 received all new windows and a new exterior paint job. As this is written, only the reflective striping and lettering remain to be added.

Lackawanna coach #2232 needs window work, stripping of the paint from the clerestory windows and repairing some of them, and installing some new ventilators to improve air flow inside the car.

Rock Island coach #2608 needs some attention to its draft gear.

Northern Pacific #1102 needs door woodwork and centerpin maintenance.

### New volunteer policy approved

All rail museums seem to suffer from the same problem—Everyone is happy to run the equipment, but few volunteer to maintain, repair or restore it. Administrative help is also in short supply. MTM is no exception, and all involved believe that mechanical work isn't keeping up. One solution, discussed informally for years, is

SELECTED STATS: 1993-95			
	1993	1994	1995
<b>Total passengers</b>	<b><u>23,397</u></b>	<b><u>27,441</u></b>	<b><u>20,018</u></b>
Weekend charters		3,680	3,490
Weekday charters		4,774	6,517
First class passengers	604	663	1,033
Marine total		18,446	14,786
Dresser total		6,717	4,603
Average fare	\$5.39	\$6.18	\$7.09



## Freight keeps rolling

The biggest MTM movement ever, 55 cars, occurred on November 25th. Most were empty Wisconsin Central boxcars to be stored on the Dresser Sub. They were spotted at Maple Island and Dresser. For the MTM crew members who took part in the move, it was a valuable opportunity to learn how a large train handles. For the first three quarters of 1995, here are the destinations of loads carried:

15 loads to Osceola  
177 loads to Dresser\*  
28 loads to Amery

\*two carloads of old transformer parts unloaded at Dresser

## The Store on rails

-Charles Barthold

This was the first year for the Store on Rails. Located in the baggage section of NP #1102, it operated every day. It sold a wide variety of souvenir items, including "Whistling Down the Valley", MTM postcards, T-shirts, pins, patches, prints and computer fonts.

The success of the Store is in large part due to the staffing provided by Troop 2001 of the **St. Croix Valley Girl Scout Council**. **Karrie Demulling** coordinated volunteers from her troop and put in a fair number of days herself for her Gold Star Award project. We owe a big thank you to Karrie and Troop 2001.

MTM'ers helping, besides myself, included Concessions Committee members **Jan Edstrom** and **Pat Kytola**. Also pitching in were **Larry Kytola**, **Bernie** and **Grace Bjorklund**, **Mike Miller**, **Mary Smith** and **Betty Ellingson**. **Girl Scout Troop 449** from the Minneapolis Council helped out one weekend.

to require all operating volunteers to put in some maintenance time.

At its annual meeting on November 11th, the Railroad Division voted to approve a Member Labor Contribution policy. Between November 1st and May 1st, it requires that all operating crew members perform no less than 24 hours of work on equipment at Jackson Street Roundhouse. As an alternative, the member may perform other administrative duties if approved by General Superintendent. Members are encouraged to show up at Jackson Street to fulfill their requirement, or to call **Todd Rust** to propose some other administrative alternative. A log will be kept of all hours.

On the admin front, **Todd Rust** was reappointed General Superintendent. **Ward Gilkerson** resigned as Superintendent of Training, a position he has held with distinction fourteen years. Any member interested in the position should contact Todd.

**#1213 inside the shed at Jackson Street, with only the lettering and reflective striping to be applied.**

## Equipment Miles Operated

	May	June	July	August	Sept	Oct	Total
<b>Car #</b>							
1102	210	310	780	616	788	759	3163
2232		308	690	570	468	759	2795
2604	210	300	540	540	638	721	2949
2608		290	360	316	722	511	2199
1096		10	200		118	315	643
1097		10	40		118	315	483
GLW*					1540	940	2480
<b>Loco #</b>							
102		486	610	570	320		1986
105				378	769		1147
328				288	19		307
WC 4119					60		60
WC 4133		210	179	180	106		675

\* The three Great Lakes Western leased cars are counted together.

Stats compiled by Dick Kolter.



I think we were successful. We recouped all the initial startup money loaned by the Railroad Division, and have a good beginning on inventory for next year. In exhaustive detail, here is what we sold:

59	bandannas
24	railroad teddy bears
6	Minnesota atlases
2	Osceola history books
10	O&StCV employee timetables
14	Surviving Steam Locomotives
128	"Whistling Down the Valley"
74	bumper stickers
4	OSV dedication buttons
14	computer fonts
116	engineer hats
107	key fobs
94	small magnets
167	large magnets
6	Rock Island railroad maps
16	Osceola mugs
108	railroad logo patches
283	pins
72	decks of playing cards
3841	postcards
12	art prints
112	pieces of rock art
2951	bags of snack chips
2616	cans of pop
85	decorative railroad spike items
59	RPO cachets
97	train cards
67	T-shirts
203	wood whistles.

Interestingly, when separate steam and diesel trains ran in September, diesel passengers were more apt to buy sodas and snacks, while steam passengers bought more souvenirs and spent more money per person.



Dave Ahlgren replacing stripped window screws inside #1213.

#### Progress on Osceola merger continues

The last Minnegazette reported on a Board retreat to find common ground between the MTM Railroad Division and the OSV Board. From that retreat came a consensus to bring all Osceola operations under the control of one decision making group, rather than having two entities making parallel plans. A committee was appointed to formulate a detailed proposal.

For various reasons, the committee did not meet until December 5th. Participants included **Todd Rust, Dick Fish, Ward Moberg, Steve Stocker, Bob Clark, Dale Morrill** and committee Chair **Michael E. Miller**.

There was quick agreement to keep the present OSV Board structure, with a couple of changes. It was recommended that MTM representation increase from two to three seats, with the Railroad Division General Superintendent holding one and his designee holding a second seat. The committee recommended that the third MTM seat be held by the General Superintendent of Jackson Street Roundhouse. The MTM Chair will be an ex-officio, non-voting member. The Osceola Historical Society will still have two seats, and there will continue to be five appointed representatives from the on-line communities.

The new Osceola Board will govern all operations on the Dresser Sub, including freight and passenger specials. It will serve as the sole forum for resolving any disputes regarding rail operations.

As this is written, the committee's recommendations have been approved with slight modifications by the present OSV Board. They must still be approved by the OHS and MTM Boards, so there may still be changes. The final agreement is expected in January, clearing the way for planning the next operating season.

At the OSV board meeting, **Steve Stoker** was elected to succeed **John Diers** as Chair.



The Railroad Division's service truck, donated by NSP earlier this year. Aaron Isaacs photos.



# TWIN STAR ROCKET

## MODEL DONATED



MTM's latest acquisition is a beautiful replica of the Rocket Island's Twin Star Rocket streamliner, built in 1947 by an avid amateur machinist and industrial arts teacher named **Lawrence Sauter**. It is one-sixth the size of the prototype and operates on 12 inch gauge track. Consisting of a locomotive and five passenger cars, it was built completely from scratch using primarily stainless steel. Sauter even cast the wheels himself and chrome plated all 1752 rivets.

The locomotive weighs 1600 pounds. It combines the nose, cab and carbody taper of an E3, with the short body, side windows and four-wheel trucks of a 1930's vintage TA unit. It features an oscillating head-light and working windshield wipers. The open-topped cars each seat five passengers. All the windows are illuminated. The entire train is equipped with air brakes and Timken roller bearings. The round end observation carries the correct tail sign.

The first run was July 4, 1947. Track was laid at Minnehaha Falls park and a bottle of Minnehaha Creek water was broken across the locomotive coupler. It is unclear how long the train ran in the park. Eventually it was moved to a small amusement park in Bloomington called Queen Anne Kiddyland. If any reader can shed more light on the train's history, let us know.

In recent years, Sauter kept it in storage at his St. Louis Park home, where he could only run it back and forth on a short piece of track.

Last summer, at age 88, he decided he wanted to run it on a proper railroad one more time. Friends and former students arranged for an oval of track to be built on a vacant lot on nearby Beltline Blvd. The work was completed and the train set moved to the new site. Unfortunately, Sauter suffered a fatal heart attack before he had the chance to take the throttle one last time.

**Art Pew** heard that Sauter had died and arranged for the family to donate it to MTM. The donation includes the train, 400 feet of track and a pair of scale block signals. **Wanda Sims** worked with the family on the transaction, and the train was moved to Jackson Street in November.

The current site plan may be modified to use the Rocket to tour part of the grounds. It's only a model, but all who have seen it agree that it does an excellent job communicating the look and style of a classic streamliner.







**Top:** Loading the locomotive for the trip to Jackson Street.

**Above:** The observation car sports a correct Twin Star Rocket tail sign.

**Right:** This semaphore signal is part of the donated train set.  
Aaron Isaacs photos.

**Left:** The maiden run of the model Rocket, from an October 1947 issue of the Rock Island Lines News Digest that was donated along with the train.



# STEAMBOAT REPORT

-Bill Graham

Minnehaha is back in her Excelsior boat house for the winter after successful sea trials. Museum workers are finishing the cabin interior and modifying parts of the power plant. The boat building has been remodeled extensively. In all, over 100 work tasks remain to be completed before launching against next April. All MTM members are invited to participate in work sessions at the boat building throughout the winter and spring. No one needs to be an expert, and everyone is invited. We have much to do and the atmosphere for doing it is congenial. Work sessions are held Wednesday evenings 6:30-9:30 p.m., and Saturdays 8:30 a.m.- 2:00 p.m. The steam plant crew works most Tuesday evenings 6:30-9:00 p.m. Please don't be bashful. There is always something interesting for you to do at the boat building, and visitors always are welcome.

The Steamboat Division is considering offers to acquire a steel-wheeled boat trailer, a five-foot model of an antique schooner for display purposes, and 300 paving blocks dating from the streetcar era recently removed from Water Street, Excelsior. New shipments of "Minnehaha" sweatshirts and golf shirts have been received. The Trustees and friends of the Minnehaha have committed significant matching funds to apply to donations that have been solicited from 4,500 individuals and corporations. These will cover the funding shortfall that had been expected next Spring.

This Fall during the Minnehaha's steaming trials, MTM members cleaned, repaired, painted and re-assembled the pair of powered streetcar trucks purchased earlier this year. The trucks, now in TCRT dark green, with the four rebuilt traction motors, are stored in **Bill Clark's** oil warehouse near downtown Excelsior. The long awaited streetcar storage building now is expected to begin construction next Spring, pending various governmental approvals of the plans. All of the components have been received for the power supply to energize the overhead electrification for the Excelsior streetcar line. **Bill Fox**, owner of Control Assemblies Company of Plymouth, and electrical engineer **Steve Fossum** have completed plans for the electrification and will oversee its installation.

## Fall steaming trials

This Fall's sea trials totaled 65 hours of steaming between September 1 and October 10. Minnehaha operated as many as five evenings per week in order to provide operating experience for the 32



The north side of the boat building has been transformed into a display area. Aaron Isaacs photo.

engineer trainees and 12 pilot trainees. Merchant marine captain **Marsh Gabriel** supervised the pilot trainees. He established a uniform system of gong signals, used by the pilot to communicate with the engineer, based on the old TCRT signal code but modified for better clarity. He also taught the students that the proper response to orders from the pilot is "very well," not "OooK" or "Uh-huh." Marsh's steady, experienced hand greatly helped student pilots learn to dock the massive boat with minimal damage and confusion. **Jim Hewitt, Leo Eiden** and **Ewald Gustavson** guided the student engineers through steam-up and operation of the engine, boiler and auxiliaries. In early September, **Mike Buck** video-taped an evening's steaming from **Stan Straley's** and **Jackie Robertson's** boat, circling the Minnehaha as she maneuvered off the eastern shore of Big Island. It is a marvelous program to watch.

Owners of antique pleasure boats regularly accompanied Minnehaha on her travels or posed their boats alongside for picture-taking. Seeing her underway from the shore continued to evoke the feeling of a time warp among MTM'ers and members of the public. The trials ran without serious problems and quickly became routine as crew members gained experience. Minnehaha steamed to Wayzata twice in order to gauge the running time, reaching speeds up to 16 mph. She showed consistently superb handling and stability.

**Wally Larson** will modify the upper deck railings, because, at higher lake levels, they do not fit under the Arcola bridges. The Minnehaha must pass under

these bridges occasionally to reach the Lafayette Club. During one trial, the crew eased Minnehaha up to the parallel bridges, passing under the highway span without problem but meeting an immovable object in the former Great Northern Railway swing bridge. It is too low, or perhaps the water was just a tad too high, but the result was that the top one inch of railing above the raised cabin entry doors crunched against the girders. The crew noted that easing the 50-ton steam boat up to a few inches from impact and then stopping to gauge the clearance under the bridge was not a possibility. Wally will install removable top sections of railing above the doorways for those occasions when Minnehaha must pass under the Arcola bridges.

During the sea trials, **Tom Mann** and **Jeff Jenson** installed four new short axles (total of eight additional wheels) under the boat trailer, along with guidance devices for placing the Minnehaha straight in the trailer's cradle. **Dave Irey** and **Bruce Tuttle** repacked all the wheel bearings. **Bill Niccum** of Minnetonka Portable Dredge Company built a 60-foot extended draw bar for launching the boat, and steel launch ramps laid on the bottom of the lake. On October 10, Jeff again backed the trailer down the ramp and pulled Minnehaha out of the lake for the winter. His 1942 U.S. Army tank retriever had no trouble pulling the boat up the ramp and out of the lake.

**This map shows all the planned MTM Excelsior displays and facilities, and how they compare to the original docks and streetcar line. Please refer to map in the Winter '94 Minnegazette.**



## Winter work program

Before backing Minnehaha back into the boat building, **Cliff Brandhorst** extensively remodeled the mezzanine and storage areas assisted by **Egon Andersen**, **Bruce Tuttle**, **Gordy Pederson** and others. The shaky, temporary scaffolding and the narrow, pitching stairways are gone. In their place are flat, solid mezzanine decks reached by wide, permanent wooden stairways. Historical exhibits from the main floor depot enclosure now are presented along one side of the new mezzanine using new track lighting, paneled walls and carpeted floor. Visitors can view exhibits on Twin City Rapid Transit Company's Lake Minnetonka operations and the Minnehaha's cabin, which also is open to the public.

While the boat was outside, volunteers extensively pared down and re-ordered the contents of the boat building. Under the new mezzanine are storage bins and racks for the Museum's tools and equipment. Instead of several cluttered workbenches scattered throughout the building, now there are only two with woodworking confined to the ground floor and steam fitting to the mezzanine.

Work continues on a host of minor modifications to the boat's power plant and electrical systems. **Glen Eilers** and **Pete Weir** are changing the instrumentation of the boiler, notably the water level sensor which sometimes stuck during the trials. **Leo Eiden** and **Jim Hewitt** are making improvements to the lubricator and adjusting a noisy crank shaft bearing. **Ewald Gustavson**, **Marsh**

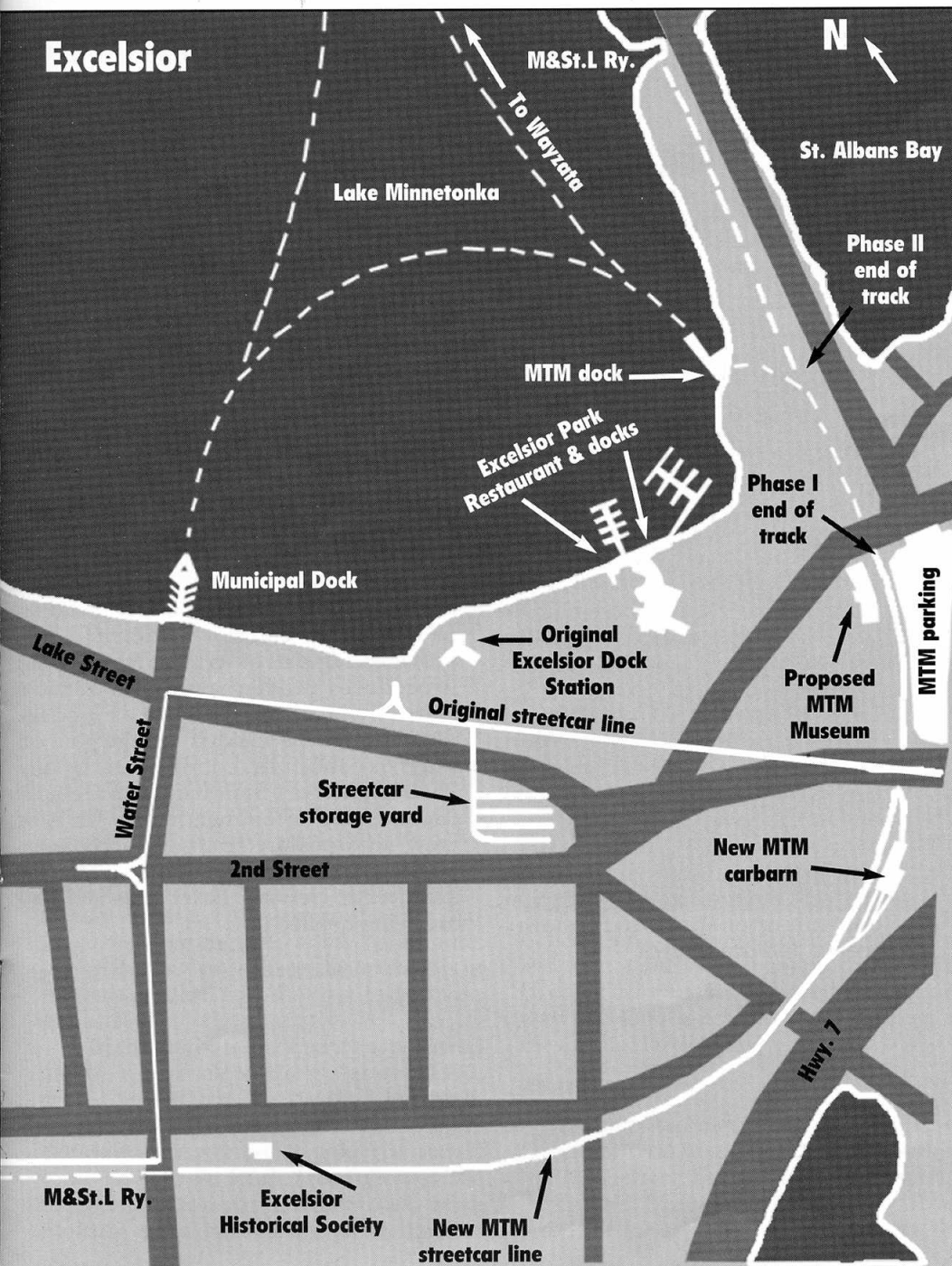
**Gabriel** and **Carr Griffith** are planning to enlarge the surface area of Minnehaha's original rudder and improve the hydraulic steering assist system for better low speed steering. **Jim Ogland** is finishing the installation and testing of modern navigation and communication gear required for public excursion boats, which he cleverly hid in an antique-style mahogany cabinet behind the steering wheel. **Dave Onan** is documenting the diesel electric generator installation and preparing a vendor list. **Brad Robinson** donated a new, Rigid-brand electric pipe threader to the Museum to replace the borrowed one used the past three years.

Much finishing work remains to the cabin and exterior of the boat. **Tim Reichel** and **Stan Staley** applied the last of the canvas to the fore and aft lower decks. **Bob Dumas** is making final adjustments to the window sills and window guides, and **Ed Waldroff** is staining and varnishing cabin woodwork. **Stan Staley**, **Bill Graham**, **Gordy Pederson**, **Brad Robinson** and others are hauling the cabin deck planks down to the ground level for sanding and painting before being installed permanently. This reduces dust inside the cabin. **Darel Leipold** is preparing the two running lamps which appear in the old photographs to resemble railroad-style marker lamps with three aspect lenses. **Steve Cossette** is caning the seat cushions using transit-weave rattan fabric purchased from Hong Kong. **Fraser Morse** is building new peanut row seats to be installed fore and aft of the doorways.

## Dock construction

Minnehaha must have her own permanent dock on Lake Minnetonka. There are no other docks available that can provide enough length and water depth. The high cost of lake front property and extensive government regulations have complicated the task of providing a dock. The owners of the **Excelsior Park Restaurant**, located on the site of the old TCRT Dock Station in Excelsior, gave MTM a no-cost, permanent lease on a 20-foot wide strip of lakeshore property which connects the Hennepin County LRT trail to the shoreline of Excelsior Bay. The location is about 250 feet south of the channel to St. Alban's Bay where the Minneapolis & St. Louis Railway once maintained a swing bridge. The Lake Minnetonka Conservation District and the Minnesota Department of Natural Resources are being asked to approve construction of the dock on the lake bottom which is public property.

Pending official approvals, the Museum hopes to begin construction of the dock in February 1996, working through holes drilled in the ice. The **First State Bank of**





Excelsior, through their officers **Bob Weiss** and **Dave Peterka**, have donated the sum of \$25,000 to fund the dock. Plans call of a timber dock 160 feet long by eight feet wide with a 24-foot "L" at the outer end. If approved, it will be the widest public dock on the lake, and it will be equipped with gas and electric utilities. Dredging for this dock was finished in September providing a uniform eight-foot deep maneuvering basin for Minnehaha.

At the same time, the City of Excelsior has requested approval to build a 56-foot wedge-shaped extension of its own public dock at the foot of Water Street so that Minnehaha and other large excursion boats can board passengers there. Finally, the City of Wayzata plans to extend its public dock near the former Great Northern Railway depot, where once TCRT express boats docked and where Minnehaha again will tie up in excursion service.

#### New Division organization

Until now, all the Steamboat Division's efforts have been devoted to fund raising, restoration and new construction. That will change somewhat in 1996, when regularly scheduled operations begin. Because operating is quite a different game, it needs a different organization to support it. Accordingly, on October 12th the Steamboat Division Board approved a new organizational chart.

The Division is now divided into four functions: Fund raising and finance, the streetcar, the museum building and the steamboat Minnehaha. The first three continue the building process and are headed by **Leo Meloche**.

The boat operations group is headed by **Ross McGlasson**. Reporting to him are three subgroups:

1. Operations, which includes operations training and certification, planning, crew scheduling, standard operating procedures and quality assurance.
2. Shore Support, which includes Public relations and education, sales, cruise (charter) scheduling, the maiden voyage and dock building.
3. Engineering, which includes engineer training and certification, boat maintenance, dock maintenance and procedures.

**Minnehaha spent the fall at the Excelsior Park Restaurant dock, and ran training cruises every day. The new MTM dock will start at the crooked tree at far left. Mike Deeble photo.**

#### Plans for 1996

**Ross McGlasson** is directing the preparation of manuals covering all aspects of boat operations so that procedures among volunteer crews will be uniform. **Louis Hoffman**, Superintendent of the Como Harriet Streetcar Line, provided samples of written manuals and procedures proven successful at Lake Harriet which Ross will use as models. Planning for the maiden voyage gala on May 26 continues, coordinated by **Liz Zastrow**, **Mickey Smith** and **Jim Ogland**. Samples and recommendations for new crew uniforms are ready for acceptance by the management committee. Plans for scheduling, crewing, ticket sales and fees are being finalized.



# 1995 ARM CONVENTION - A GREAT SUCCESS

- Louis Hoffman

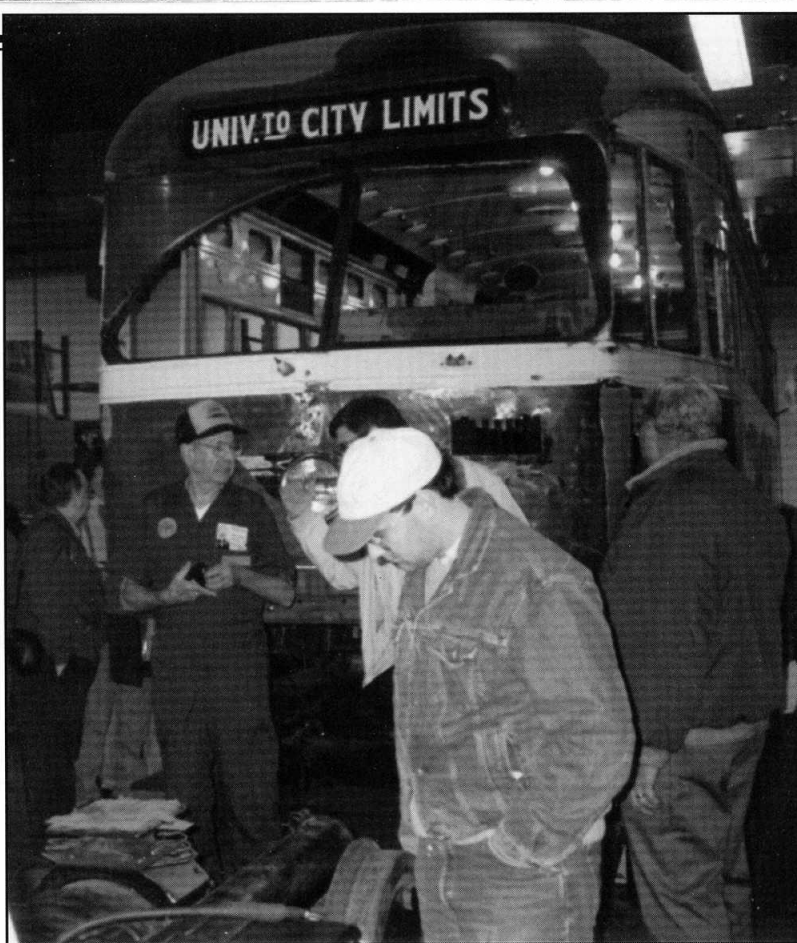
After four years of planning and two years of organization, the 1995 Association of Railway Museums convention has come and gone. It was a great success according to the many MTM members who helped with the convention and attended all or parts of it and to many of our guests. 152 people registered for the convention, including 32 MTM members. The rest came from 48 organizations in 22 states and three Canadian provinces.

## Wednesday

The convention began Wednesday morning with an all-day seminar on the operation and maintenance of the Westinghouse M-28 brake valve, the K-1 emergency valve, the controller handle, the foot valve, and all the little gizmos in between. Taught by **Mike Weiss**, manager of technical services for WABCO Canada, the fourteen participants from eleven museums deemed it a success. As a result, it will probably become an annual event, expanding the technical educational opportunities available to members at ARM conventions. Thanks to Director **Rod Fishburn** for making this event a success.

The bulk of our guests arrived as the day progressed. The first official convention event was a buffet dinner at the hotel. After dinner, buses, including our 1954 GMC #1399, proceeded to Lake Harriet for night streetcar operations. The weather was cold, but the skies were clear, and it was dry. All three cars were out. **Al Jensen's** carefully scripted plans needed last-minute modifications because of problems with the wire frog at the 42nd Street switch - more often than not, when the car took the siding, its trolley pole stayed on the main. The best efforts of **Bill Cordes** and **Michael J. Miller** couldn't solve the problem. A modified three car operation was improvised with #78 and #265 taking turns laying over at the carbarn following a trip to Lake Calhoun in tandem with #1300. Despite the last minute changes, operations went smooth as silk. This despite the fact that the plans were changed at the last minute. It was the first ever three car operation in revenue service, and the first to be radio dispatched.

A highlight of the convention occurred on the ride back to the hotel on #1399, driven by the irrepressible **Fred Beamish**. After much discussion, the passengers decided they wanted to take the scenic route back to St. Paul. Tree followed the Bryant-Johnson route downtown, even picking up a befuddled passenger at



**George Isaacs** hosted the ARM tour of the PCC restoration. **John DeWitt** photo.

**#1300 and #265** setup for the soon to arrive ARM visitors. **Dave Norman** photo.



Lyndale and Lake, depositing him at 7th and Hennepin. After passing through the U. of M. campus, we followed the Transitway and then much of the St. Paul leg of the Como-Harriet line.

## Thursday

Thursday featured visits to the MCTO Overhaul Base to see the PCC restoration, the Minnehaha Depot, the Como-Harriet Streetcar Line in daylight, and to Excelsior for a visit to the Minnehaha, the

display streetcar and the exhibits at the boat building. The Queen of Excelsior was chartered for a lunch cruise on Lake Minnetonka, following the Minnehaha's approximate route to Wayzata when it starts running this year. The morning was cool but mostly dry, with a few late morning sprinkles; the afternoon saw persistent drizzle until the trip back to St. Paul, when the sun came out in full force.



**#78 in service during the ARM convention. Dave Norman photo.**

The day got off to a rocky start. Poor communications with Ryder Student Transportation resulted in two buses arriving at the hotel instead of three. The 7:30 AM group boarded one of the two 8:00 buses and left 35 minutes late. Thanks to good driving by **Joel Gensler** and an efficient tour guide at the Overhaul Base, **George Isaacs**, the 7:30 bus arrived at the dock in Excelsior twenty minutes early. There were about a dozen standees on the one remaining 8:00 bus as far as Lake Harriet, where #1399 was pressed into over-the-road service to Excelsior. At Excelsior, the Minnehaha was displayed at the dock with the engine turning over. Insurance prevented a cruise on the lake. #1399 then brought back the first group to Lake Harriet,

Minnehaha Depot, and St. Paul, while the second group completed its trip comfortably situated on two buses. Thanks to **Aaron Isaacs** for field managing the bus crisis.

That evening, the group adjourned to the Leeann Chin Restaurant at St. Paul Union Depot for a buffet dinner and a well-received after dinner speech by **Nina Archabal**, Director of the Minnesota Historical Society and Chair of the Association of American Museums.

#### **Friday**

Friday dawned cool but clear. The day began with three mini-tours. Our guests had a choice of a guided tour of the James J. Hill House on St. Paul's Summit Avenue, a visit to Jackson Street Round-

house, including an overview of our ambitious restoration plan, or a walking tour of Bandana Square, the former Northern Pacific Como Shops, followed by a visit to the Twin City Model Railroad Club's layout and the Como Shops railroad store.

All three groups converged at Withrow to board the first of two special trains on the Osceola and St. Croix Valley Railway, the first ever passenger trip over the length of the line under MTM auspices. The first train, from Withrow to Osceola and Dresser, was the steam train, Northern Pacific #328, our Minneapolis, Northfield and Southern box car, our GATX tank car, Northern Pacific #1102, Lackawanna #2232, and Rock Island #2608. The train's arrival at Withrow was delayed because the crew had problems starting #328's air compressor earlier in the day. The steamer had brought along three empty hoppers - revenue freight - which needed to get to Withrow. However, the compressor trouble made it impossible to set the cars out at Withrow - that would have delayed the train even further. So, #328 pushed the honest-to-goodness mixed train back to the first available siding at Maple Island, where the cars were set out for eventual movement to Withrow.

The photo run-by at the Cedar Bend Bridge more than made up for the delays. Coaches #2232 and #2608 were cut off on the Minnesota side. So what stormed across the bridge for the photographers on the sand bar looked for all the world like a 1940s vintage NP mixed train - #328, the box car, the tank car, and #1102. There wasn't much to give away that it was 1995 instead of 1945.

Arrival at Osceola was about an hour late. But the box lunches, served out of the depot freight room from Kentucky Fried Chicken were hot. Because of the weather, most passengers chose to eat in the relative warmth of the train. Unfortunately, the Osceola lunch stop couldn't be shortened to make up time as #328 had to run to Dresser for water. Departure from Osceola was 70 minutes late.

At Dresser, the group transferred to the diesel train. Diesel #105 pulled Rock Island #2604, Great Northern #1096 and #1097, and the three cars leased from Great Lakes Western, Burlington diner "Silver Pheasant," lounge #424, "Illinois," and C&NW. business car #404, "Wisconsin." The trip to Amery and back to Withrow was pleasant: our guests enjoyed the Wisconsin and Minnesota countryside, enjoyed beverages and snacks, chatted in small groups or snoozed, and enjoyed the smooth ride.

**Leo Meloche greets the ARM tour of the Minnehaha at the Excelsior Park Restaurant dock. Mike Deeble photo.**



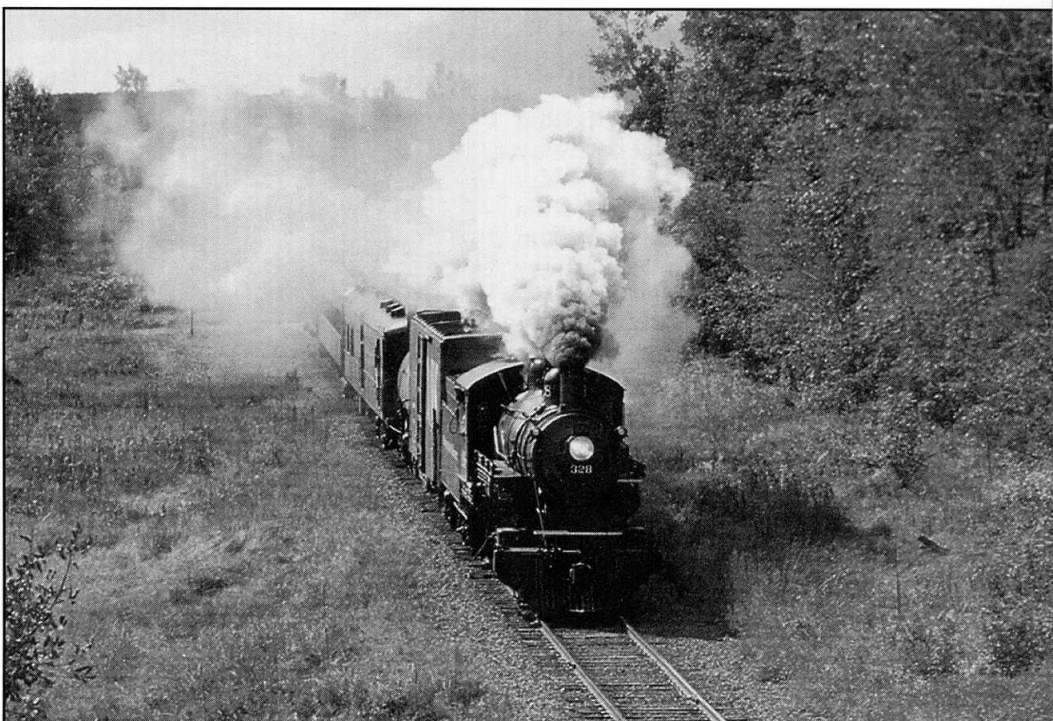




Although we made good speed, this writer was impressed by the trip's duration. Few museum railroads can run a 78 mile trip without leaving their home rails. Any railfan trip that ends on time can be considered a success. Our arrival at back at Withrow was but two minutes late, thanks to the cancellation of two photo run-bys and good work by engineer **Art Nettis**.

#### Saturday

Saturday featured eighteen hours of seminars, grouped into three broad categories: running a business, running a museum, and running a railroad, reflecting the breadth of the issues with which ARM members must deal. In addition to the usual topics, there were new topics including Living History, presented by **Bill Kepler** of the Living History Society, Oral History, presented



by **Jim Fogerty** of the Minnesota Historical Society and our own **Michael E. Miller**, and American Association of Museums (AAM) Accreditation, presented by ARM President **Scott Becker** of the Pennsylvania Trolley Museum and **Jim Schantz** of Seashore Trolley Museum.

The AAM issue became especially important in view of AAM's recent denial of Seashore's reaccreditation after being accredited for 15 years. The issue may have a happy ending: this seminar resulted in an ARM working group which, with AAM's blessing, will develop recommended practices for railway museums. These recommended practices will, for the first time, give ARM and other railway museums a clear idea of AAM's expectations, something Seashore never had. Even for those museums not seeking AAM accreditation, the recommended practices will be goals for them to work towards to make them better museums.

That evening, a grand banquet was held at The Saint Paul Hotel featuring **Mark Smith**, founder and editor emeritus of Locomotive and Railway Preservation magazine, principal of Great Eastern Publishing, and current editor of Report To You, ARM's newsletter.

#### Sunday

The ARM annual meeting was held Sunday morning at the hotel. Delegates heard reports from President **Scott Becker**, Vice President **Rod Fishburn** of the Orange

**Because the special was running late, there was no time to spot the interchange freight cars at Withrow. After boarding passengers, #328 pushed the whole consist to Maple Island (top), where it cut out the covered hoppers (center). The mixed train with MTM's MN&S boxcar hustled through Copas (bottom) on its way to Dresser. Al Jensen photos.**

## Thanks To The Volunteers

This event could not have happened, and could not have been the success that it was, without the hard work of a large number of people - nearly 100, inside MTM, from the Twin Cities museum community, and from other ARM members.

The group that helped plan the convention included **Charles Barthold**, **John Diers**, **Marcia Diers**, **Dick Fish**, **Louis Hoffman**, **Jeanne Inselman**, **Al Jensen**, **Morten Jorgensen**, **Karl Jones**, **De Smith Lindeen**, **Leo Meloche**, **Nick Modders**, and others.

The printed materials were designed by **Sandy Bergman**, who also oversaw the printing. It was mailed by a crew who worked until after 11:00 one evening at the MCTO Heywood Garage. This crew consisted of **Charles Barthold**, **Roy Harvey**, **Louis Hoffman**, **George Isaacs**, **Al Jensen**, **John Kennedy**, **Russell Olson**, and others.

**Charles Barthold** arranged group rates with Amtrak and Northwest Airlines, obtained tourist information for registration packets, and handled what seemed like a million little but very important details, including making the arrangements with the Mayor's office for **St. Paul Mayor Norm Coleman** to welcome the group to St. Paul and declare September 21, 1995 "Association of Railway Museums Day" in St. Paul.

**Jeanne Inselman** handled the mail and saw to it that informative confirmation packets were mailed out promptly and that equally informative registration packets awaited each guest's arrival in St. Paul.



**#328 backs down to the waiting crowd just east of Withrow. The fellow looking the other way in the center is Paul Hammond, Editor of Locomotive & Railway Preservation magazine. Mike Deeble photo.**

Empire Railway Museum in Perris, California, and Publications Manager **Mike Lennon** of the Seashore Trolley Museum in Kennebunkport, Maine. The appointment of **Ken Rucker** of the National Capital Trolley Museum in Wheaton, Maryland as treasurer was announced. He replaces long-time treasurer **Brian Norden** of Orange Empire.

The delegates also elected two directors. **Dick Guthrie** from the Old Pueblo Trolley in Tucson, Arizona, was elected to a second two-year term. **Brian Norden** was also elected, replacing **Bruce Wells** of the Pennsylvania Trolley Museum, who did not seek re-election. The other ARM directors are **Scott Becker**, **Rod Fishburn**, **Louis Hoffman**, **Nancy Peacos** of the Railroad Museum of New England in Essex, Connecticut, and **Bill Watson** of the West Coast Railway Heritage Park in Squamish, British Columbia.

Upcoming conventions will be hosted by the Bay Area Electric Railway Association at its Western Railway Museum at Rio Vista Junction, California in 1996, at the Seashore Trolley Museum in 1997, at the Orange Empire Railway Museum in 1998, and at the West Coast Railway Heritage Park in 1999.

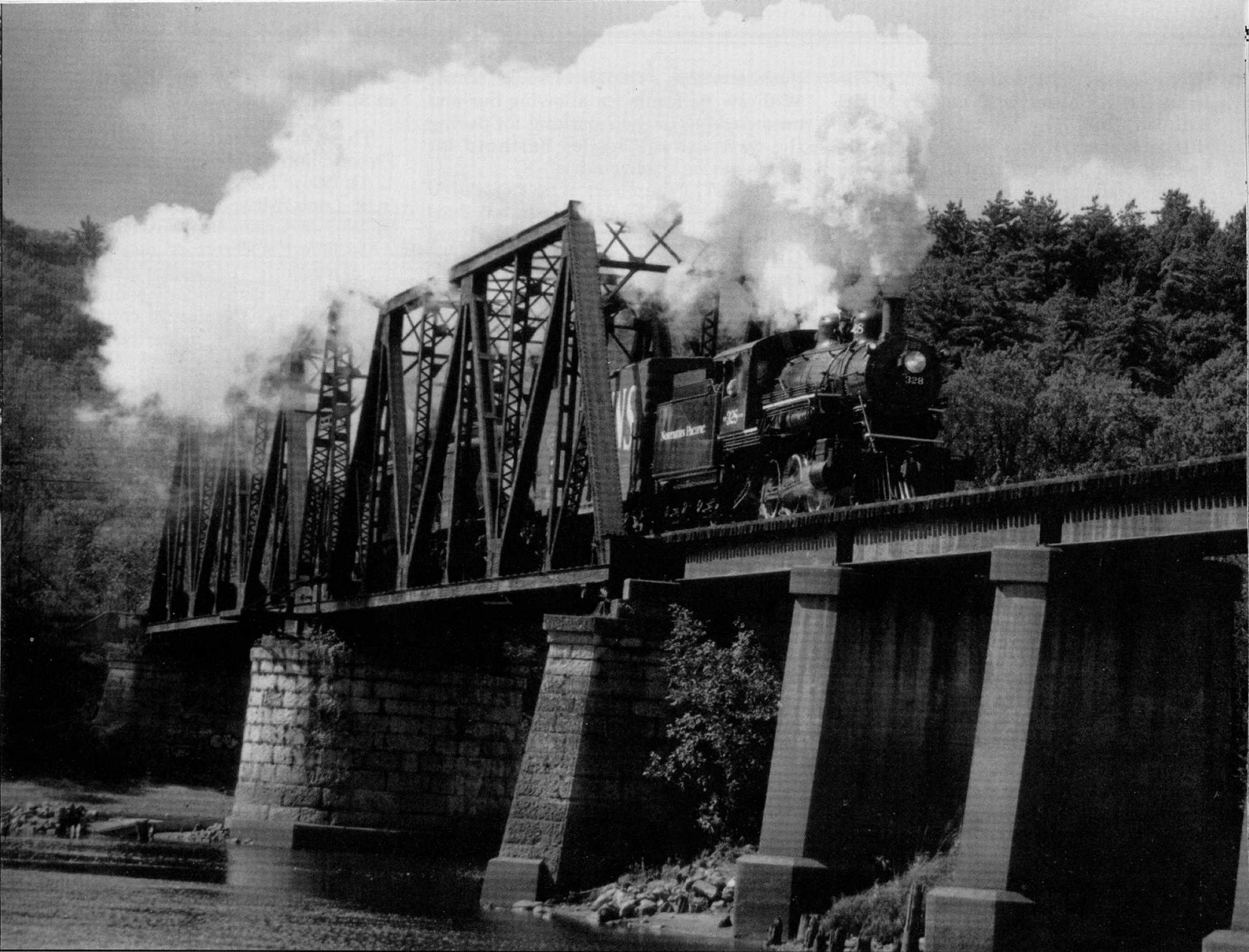
The convention ended with a picnic and streetcar and bus operations at Lake Harriet. This was combined with the annual MTM picnic. As a hedge against rain, we had reserved the pavilion at Beard's Plaisance. However, we didn't anticipate the cold. Our hedge against cold was the maintenance barn and, at the last minute on Saturday, the decision was made to move inside. Thanks to **Maryellen**

**Digre-Mueller** for organizing the picnic, to **Connor's Bakery and Deli** at Penn and 54th for the delicious food, and to **Maryellen, Erik and Paula Biever** for a superb job tackling the details necessary to move the picnic inside at the last minute: touches such as blankets on scaffolding for seats and using #265, parked on the maintenance barn siding, for additional seating. A special thanks to **Kathy Prestholdt** for staffing #265 and operating the doors to conserve the limited heat provided by a kerosene heater in the otherwise unheated car.



**The diesel consist, trailing ex-C&NW business car #404, between Dresser and Amery. The track is not bad, but the weeds and brush are encroaching. Al Jensen photo.**





**Leaving the Rock Island and Lackawanna cars on the Minnesota side of the river, the "NP mixed" made a spectacular photo runby on the swing bridge. Mike Deeble photo.**

Jim Vaitkunas managed the lists, letting us know who had registered for what, and also prepared the badges. Jim also handled the overflow on the Jackson Street mini tour in his van, helping out Wanda Sims, who carried several guests in her car.

Darcy Anderson, Mike Buck, and De Smith Lindeen staffed the registration table at the hotel on Wednesday afternoon and evening and on Thursday and Friday morning, providing a warm MTM welcome to our guests.

Joel Gensler made the charter bus arrangements with Ryder Student Transportation. Marcia Diers and Merle Davidson, did the driving on a volunteer basis. Fred Beamish ran TCRT GMC #1399 with the assistance of Jim Otto.

At Lake Harriet, a stellar crew of forty volunteers provided eleven hours of streetcar, bus, and support services on three separate days, featuring all three streetcars, one bus, and a variety of food and beverage service in cold and wet weather, and on

Wednesday, after dark. Thanks to Bettye Anderson, Doug Anderson, Earl Anderson, Tim Anderson, Charles Barthold, Fred Beamish, Lyndon Benson, Erik Biever, Paula Biever, Dave Boone, Bernie Braun, Mike Buck, Dave Culver, Harold Dalland, John DeWitt, Mark Digre, Maryellen Digre-Mueller, Blair Dollery, Rodger Gardner, Bill Graham, Bill Herzog, Jeanne Inselman, George Isaacs, Al Jensen, Karl Jones, John Kennedy, Dick Levering, Larry Ludford, Dave Norman, Ray Norton, Russell Olson, Jim Otto, John Prestholdt, Kathy Prestholdt, Michael Sciortino, Ashley Todd, Jim Vaitkunas, Hilmar Wagner, Terry Wagoner, and Terry Warner for a tremendous job. A special thanks to Superintendent of Transportation Al Jensen for planning and overseeing it all.

Behind the scenes, crews worked hard at Linden Hills Car barn and Shops to make sure all was in readiness. The clean, well-maintained buildings, grounds, streetcars, and track were courtesy of this

crew who worked feverishly in the days leading up to the convention: John Cochran, Steve Collin, Maryellen Digre-Mueller, Blair Dollery, Bill Graham, Roy Harvey, Louis Hoffman, George Isaacs, Al Jensen, Karl Jones, Norman Kerr, Corbin Kidder, Gary Matson, Loren Martin, Russell Olson, Jim Otto, John Prestholdt, Mary Savona, Mike Savona, Phil Savona, Michael Sciortino, Walt Strobel, Hilmar Wagner, and Terry Warner.

George Isaacs and Corbin Kidder were gracious hosts at the Overhaul Base and Minnehaha Depot respectively. Our thanks to MCTO for making it possible for one group to get into the Overhaul Base after hours.

In Excelsior, Leo Eiden, Marsh Gabriel, Jim Hewett, Doug Hultgren, Leo Meloche, Jim Ogland, and Bob Torkelson provided a memorable visit to the Minnehaha, the display streetcar, and the boat building.

The mini tours were a success thanks to the cooperation of the Minnesota

Historical Society and the staff of the James J. Hill House, the Twin City Model Railroad Club, John Mertz, and our own Hilmar Wagner, Como Shops' owner Jim Luecke, and Nancy Tracy of MHS who lead the walking tour of Bandana Square, and Noel Petit, John Robinson, and Wanda Sims at Jackson Street.

On the O&St.CV Ry., a dedicated crew of 27 volunteers worked long hours to make a memorable day possible. Thanks to General Superintendent **Todd Rust**, Trainmaster **Morten Jorgensen**, Stationmaster **Marv Mahre**, the steam locomotive watch crew of **Wes Barris** and **Benn Coifman**, the steam train crew of engineer **Dick Fish**, fireman **David Redding**, student firemen **Paul Dalleska** and **Mike Matson**, conductor **Gary Ostrand**, and brakeman **Joe Fishbein**, the diesel train crew of engineer **Art Nettis**, conductor **Bob McNattin**, and brakeman **Dick Kolter**, the car attendants, who served all day on both trains, **Harold Ellingson**, **Bernie Bjorklund**, **Mary Durand**, **Richard Durand** (with accordion), **Dan Fortin**, **Norman Kerr**, and **Norman Nelson**, the first class staff of **John Diers** and **John Walker**, and **Charles Barthold**, **Jan Edstrom**, and **Pat Kytola**, who staffed the Store on Rails. Thanks also to the **Osceola Community Band** for the musical welcome to Osceola, to **Bob Clark**, **Connie Clark**, **John Diers**, **Marcia Diers**, **Larry Kytola**, **Pat Kytola**, and **Bonnie Sawyer**, **Wanda Sims**, and **Steve Stocker** who served the hot KFC lunch at the depot, and who went above and beyond the call of duty, running home to provide one guest who had stepped in a

puddle with a dry pair of socks, to the **Withrow Ballroom** for allowing bus and auto parking in their parking lot during the day, and to **Charles Barthold** for making those arrangements.

The MTM members who presented seminars were: **Sandy Bergman**, **Paul Dalleska**, **Marcia Diers**, **Dick Fish**, **Ward Gilkerson**, **Dwight Hendricks**, **Jeanne Inselman**, **Aaron Isaacs**, **George Isaacs**, **Karl Jones**, **John Kennedy**, **Leo Meloche**, **Mike Miller**, **Nick Modders**, **Steve Sandberg**, **Walt Strobel**, and **Bonnie Sawyer** of the **Dalles House**.

My thanks to all of you for a job well done.

#### ARM "Report To You" available to members

The Report To You, the quarterly newsletter of the Association of Railway Museums, is available to MTM members by subscription. You'll get four issues for only \$15.00 per year. Edited by **Mark Smith**, the founder and editor emeritus of the highly regarded Locomotive and Railway Preservation magazine, the Report To You covers the news of ARM and its more than 100 member museums, provides information about government actions, agencies, and programs affecting railway museums, and carries the "Buy, Sell, Trade" column, enabling member museums to find hard-to-find items and share their surplus. It is the only publication prepared especially for railway museums. To subscribe, send you check for \$15.00 to ARM Newsletter Circulation, P. O. Box 3311, City of Industry, California 91744-0311.

#### ARM/TRAIN gathering in April in St. Louis

The 4th Annual Midwest Railway Preservation Gathering will be held April 12-14, 1996 at the Museum of Transportation in St. Louis, Missouri. The first gathering, in 1993 at Green Bay, arose out of the ARM Board of Directors' desire to create an affordable forum for sharing the expertise and camaraderie found at both ARM and TRAIN annual conventions. TRAIN was thinking along the same lines and, working with **Dick Gruber** of Pentrex, the concept took off.

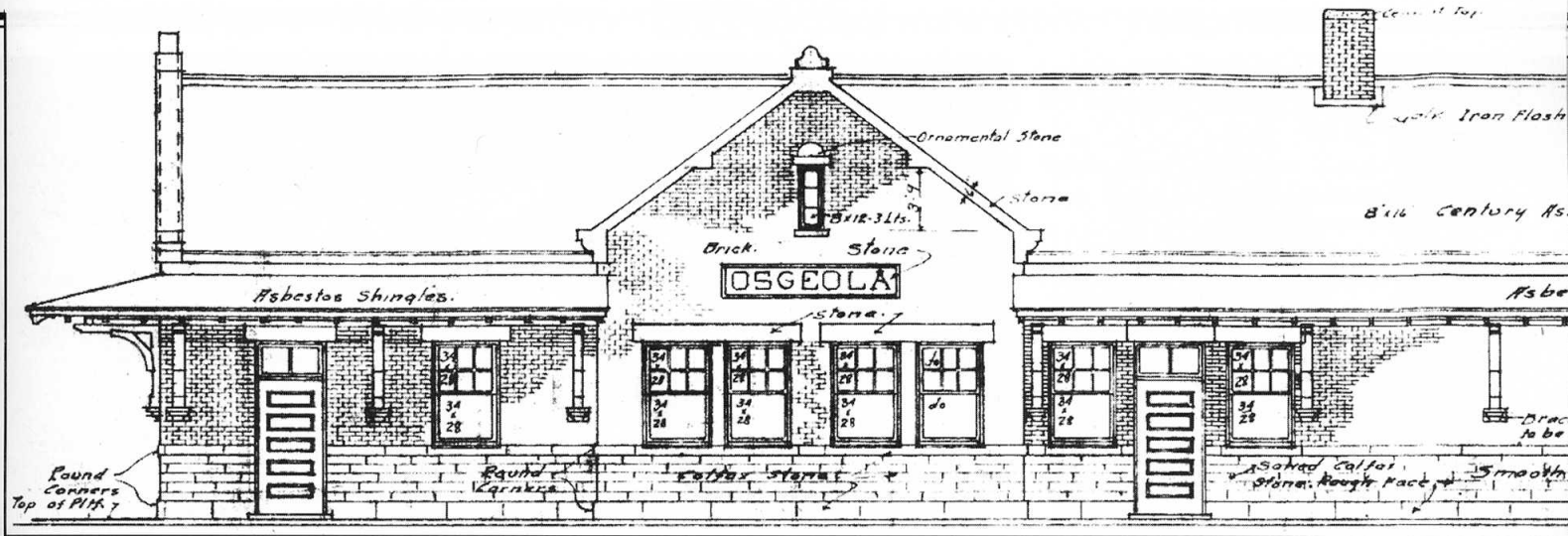
The regional meetings are one day, two night events. So far, they have been held in New England, the middle Atlantic states, the Midwest, and in the west. The Midwest meeting is the only joint ARM/TRAIN event. MTM will host the 1997 meeting. For more information about the 1996 Gathering in St. Louis, please contact **Dick Gruber** at P. O. Box 665, Waukesha, Wisconsin 53187.

ARM's annual convention will be held this September at the Western Railway Museum in Rio Vista Junction, California. Activities will include a visit to the museum and to other area railway museums, a trip on the Napa Valley Wine Train, and a nocturnal streetcar trip through San Francisco. For more information, contact **Louis Hoffman** at 729-0287.

**Everything that could roll, did roll - - and at night, yet. Dave Norman photo.**







## REBUILDING THE OSCEOLA DEPOT

-Mark S. Balay

MTM member **Mark Balay** was the architect hired by the Osceola Historical Society to prepare the depot renovation plans.

The construction on the new Osceola depot is almost complete, and "...modern in every way with two waiting rooms, a heating plant and water." That is how the local newspaper, the Osceola Sun, heralded the modernization of rail travel as the new stone and brick depot prepared to open for business during the summer of 1917, about one year after construction was authorized.

When the Osceola Historical Society purchased the depot, they inherited a building suffering from years of neglect. Last used by the Soo Line in 1970, it no longer had its furnace or any active utilities. Vandals had broken all the windows and the interior had been exposed to the elements. All the interior furnishings were gone. Upon taking possession, the OHS boarded up the building, did a quick exterior paint job on the exposed wood to make it look better, and began the complicated and difficult task of renovation.

As many other small, non-profit organizations have discovered, ISTEAG grants are a mixed blessing. To actually receive and spend the money, the grant recipients must run a bureaucratic gauntlet of extreme complexity. Regulations, and the way they are interpreted, add considerable effort and cost to the projects. Work that a lean non-profit would ordinarily do itself, or would get donated, must be performed by paid consultants and contractors that are approved by the DOT. Public money requires open bidding and other processes that entrepreneurial non-profits aren't used to.

The architectural renovation of the depot was carried out in compliance with the Secretary of the Interiors Standards for Rehabilitation of Historic Structures,

to assure respect for existing historical fabric while reestablishing the structural integrity of the building and updating mechanical systems to modern standards. A modern heating and insulation system was designed to serve the building efficiently and economically while placing radiators in the same spaces as the originals, including the interesting radiators between the toilet stalls.

Original translucent pattern glass that was available was used in the windows separating the ticket office and waiting rooms, while the central panes were kept clear for better observation of the office. The interior appearance is very close to the original.

The masonry exterior was still in good condition and was cleaned carefully with detergents. The plans prohibited sand-blasting, which is destructive to brick. As a result, the exterior is clean but still has some of the character associated with its age.

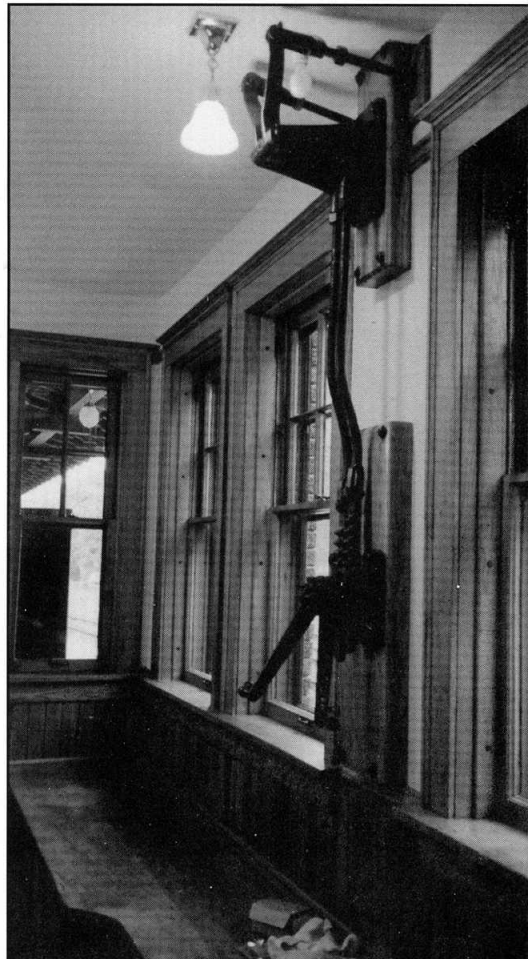
The cement asbestos tile roof, originally considered a valuable asset because it resisted cinder fires, was replaced with a much lighter weight asphalt roof in what was determined to be the original color. The plans anticipated replacing some roof timbers, but all turned out to be sound and none were replaced. The most significant exterior change was the replication of the handsome awning that circled the building. It had been removed so long ago that many long time residents don't remember it being part of the depot. Heavy timber awning brackets and beams were made from the original 1916 drawings. Some of the protruding brick bracket supports were broken or missing and had to be replaced.

Here are the instructions to the contractor.

- New roof and gutters.
- Fabricate and install replacement awning and some bracket supports.

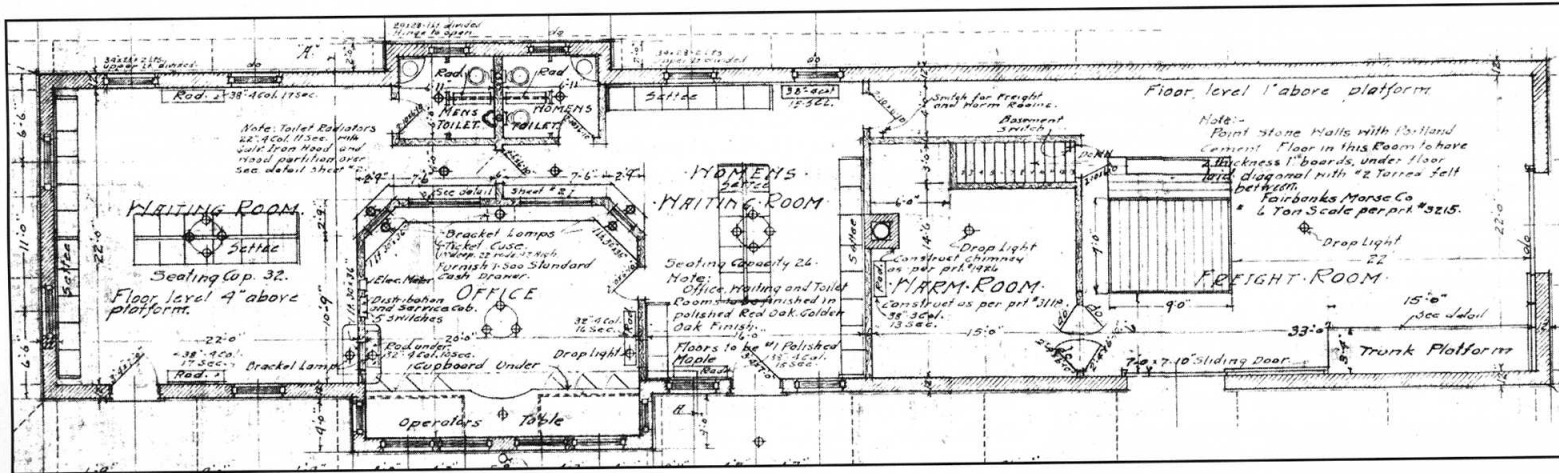
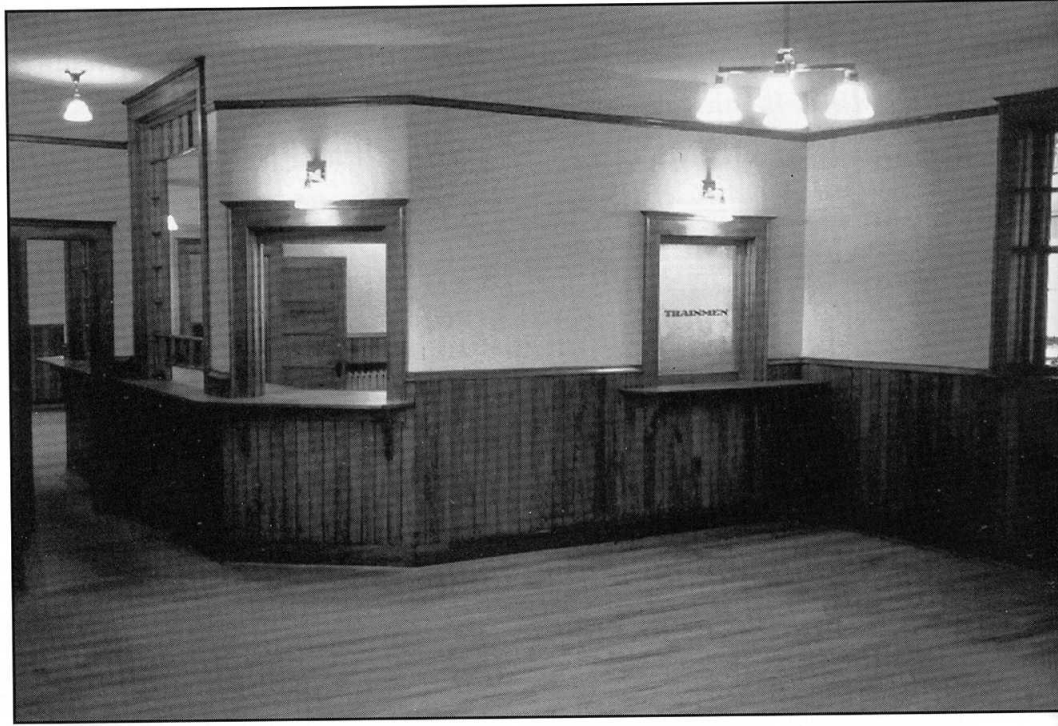
- New or repaired windows, storm sash and screens for all windows. Most of the windows were broken.
- Scrape and repaint signal mast. Install train order signal. Reinstall semaphore controls.
- New water heater and gas-fired furnace.
- New plumbing.
- Refinish all interior woodwork to match the original finish.
- Repair, tuck point and clean existing chimney.
- New sliding wood freight room doors. Return lower runner hardware to original position and reinstall. Repair one existing transom window above freight door and replicate another.

**The train order signal controls in the ticket office bay window. Aaron Isaacs photos.**



The main waiting room side of the ticket office. The women's waiting room and the rest rooms are at left.

- New pole lamps along platform (these did not exist in the original plans).
- New under-canopy lamps.
- New wiring and 200 amp electrical service. Replacement of most light switches in their original locations.
- Insulate basement.
- Clean all brick and stone surfaces with approved detergents and natural bristle brushes. No power washing or sandblasting.
- New 3-light sashes in attic end windows.
- New interior light fixtures
- 2 four-arm chandeliers for the two waiting rooms
- 3 arm chandeliers for the ticket office
- 20 additional simple light fixtures
- Remove all lath and plaster walls and replace with drywall to match.
- Install smoke alarms.
- Repair existing freight scale

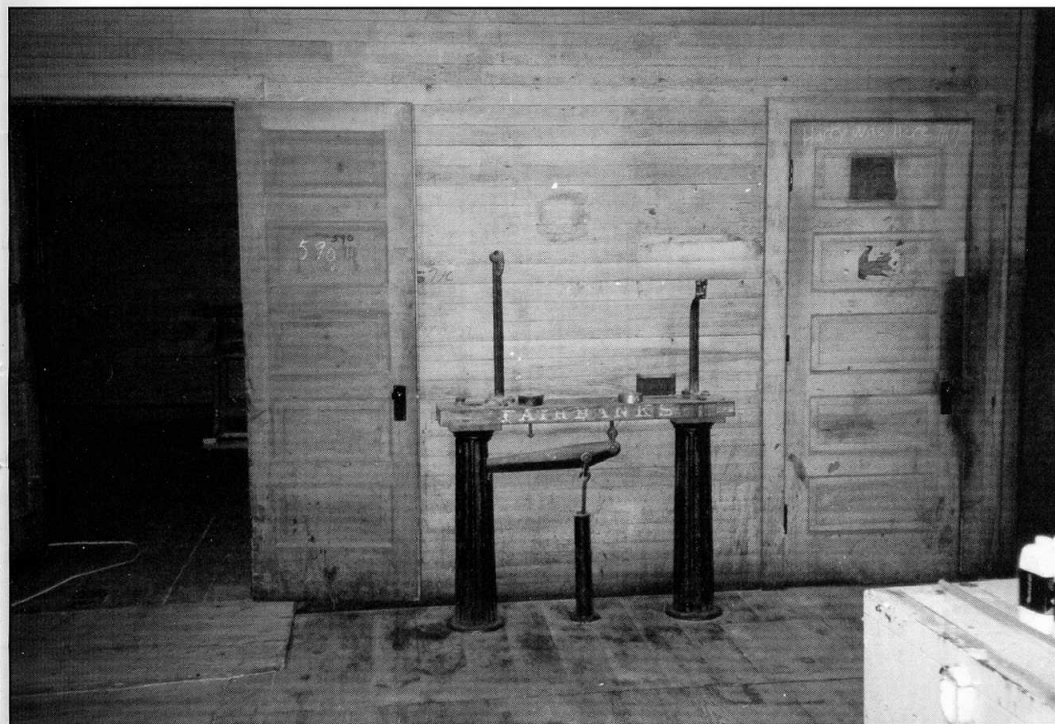


- All interior surfaces cleaned prior to removal or coverage perturbation.
- Repair and reinstall all bathroom fixtures.
- Reinstall swinging doors and hardware leading to the warm freight room.
- Replace all six radiators.
- Repair ticket office windows.
- Replace four missing cash drawers.
- Center entrance: repair existing doors and transom.
- End entrance: replace door and build new screen and storm doors.
- Excavate a new crawl space under east end of depot.
- Rebuild basement windows and wells.
- Scrape and paint existing basement columns.
- Paint stair treads and risers.
- Repair basement floor surface.
- Install 1/2 inch diameter tie rod near base of roof truss
- Remove interior ceilings and replace with new plaster to match original white color.

Looking out from the ticket office into the main waiting room.

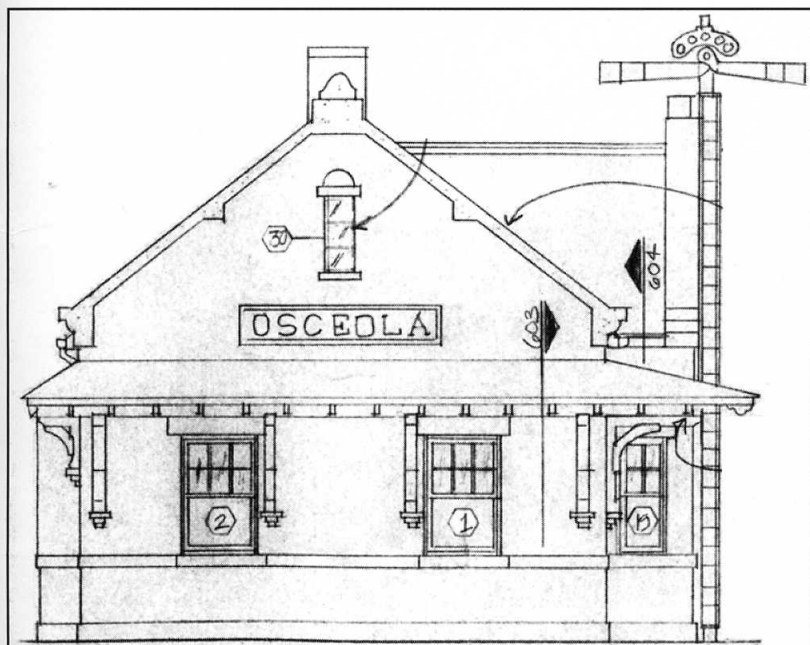




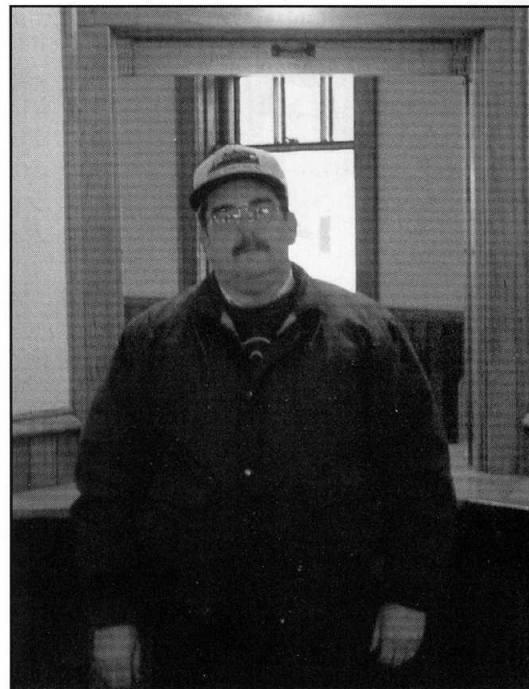


The original Fairbanks-Morse freight scale in the unheated freight room. The door to the heated "warm room" is at left.

- Wainscot repaired as necessary (some sections bowed or missing) and refinished.
- Reglaze large ticket window. Replace missing counter brackets. Replace missing interior doors.

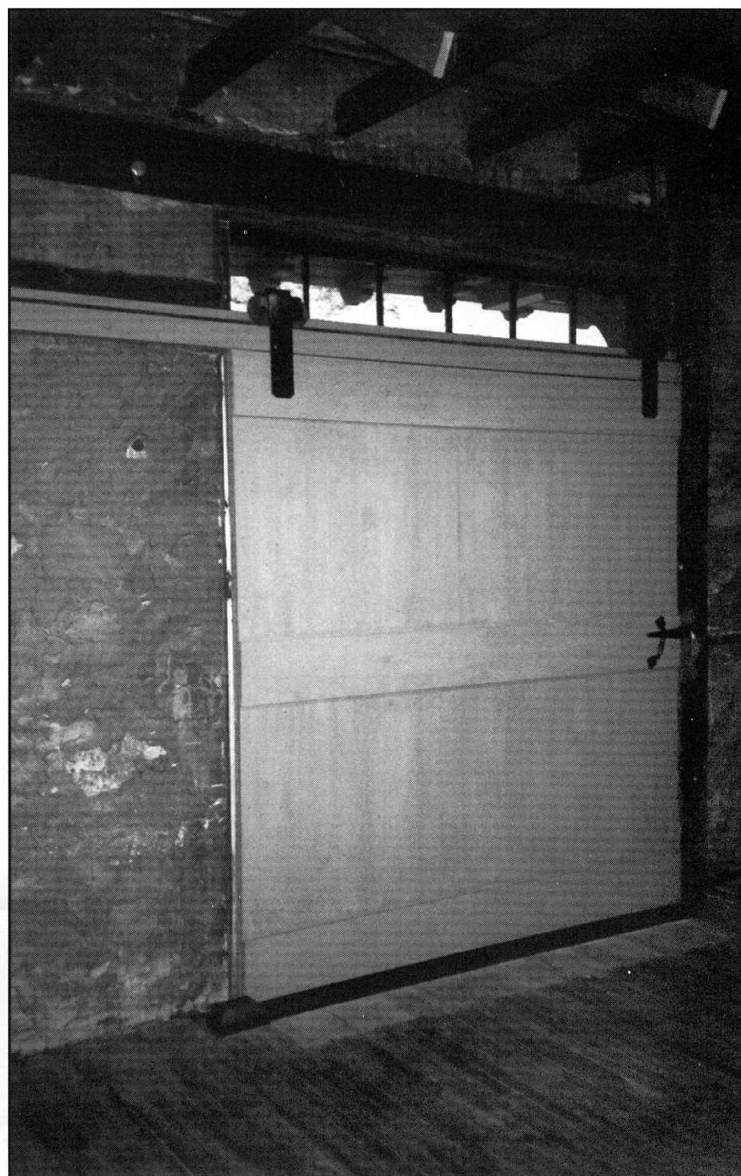


The 1917 Osceola depot was unusual for this stretch of the Soo Line. All the depots, including the wreck damaged one it replaced, were standard wood designs similar to the 1887 Dresser depot that is still in use. They measured 24 X 64 feet, while the new depot is 24 X 110. The old depot was located just west of the new one and remained in use during construction. Though unique to this line, the Osceola depot design was used elsewhere. Elbow Lake, MN possessed its twin, since torn down. The New Richmond, WI depot survives today, with its awning intact. Built to the same plan, it uses different exterior materials.



Osceola depot project manager Steve Stocker.

One of the two rebuilt freight room doors.





Then and now. Track workers pose on the "gas spur", where the passenger consist is now stored when not in use. There was a fourth track against the hillside at left. Note how the height of the platform has changed in relation to the main track. Osceola Historical Society collection, and Al Jensen photo.

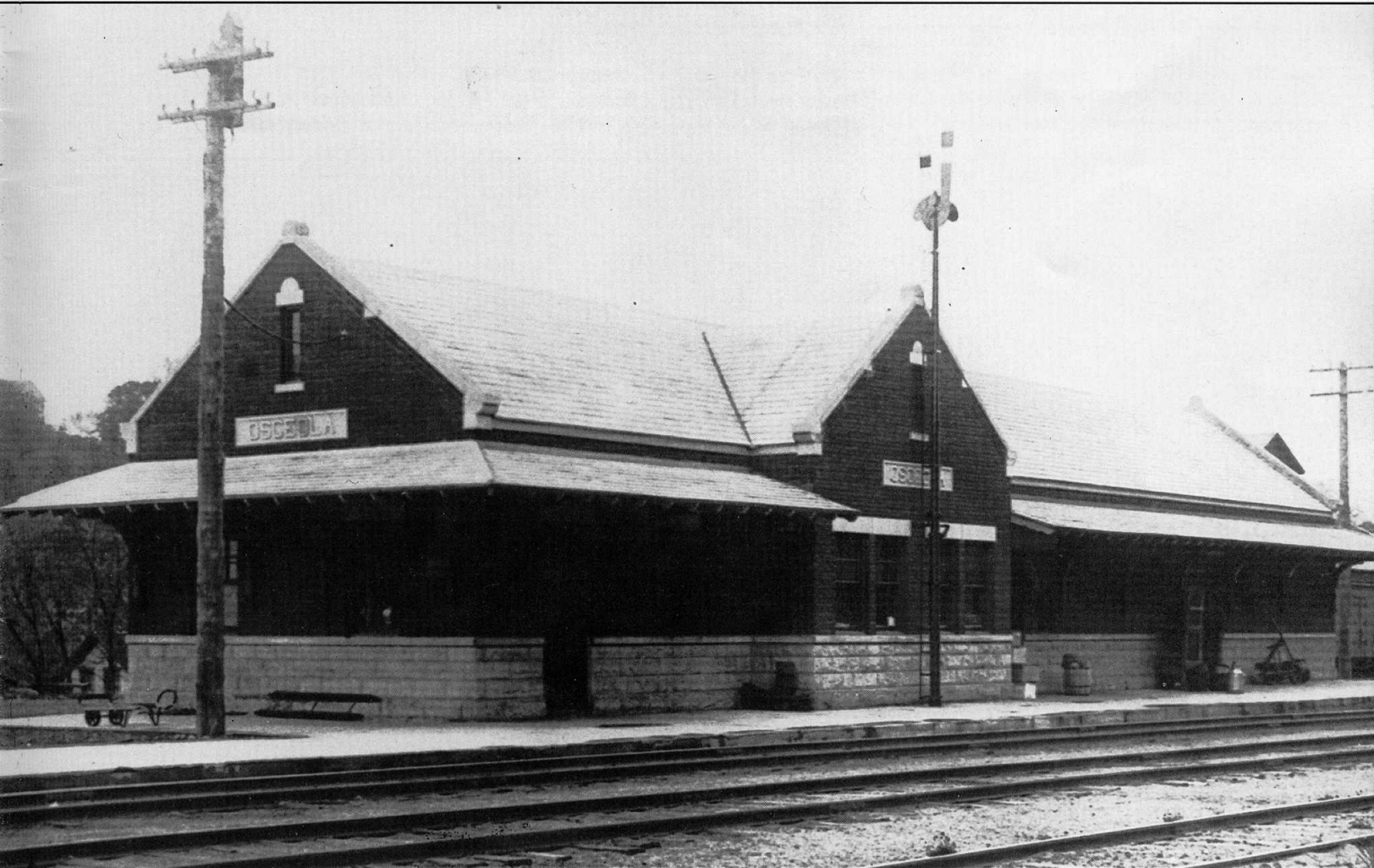






A near twin to the Osceola depot survives in nearby New Richmond, WI. The only apparent differences are the stone, not brick, exterior, a smaller awning, and a wood add-on to the freight room. Jim Johnston photo.

The depot as built. Osceola Historical Society collection.



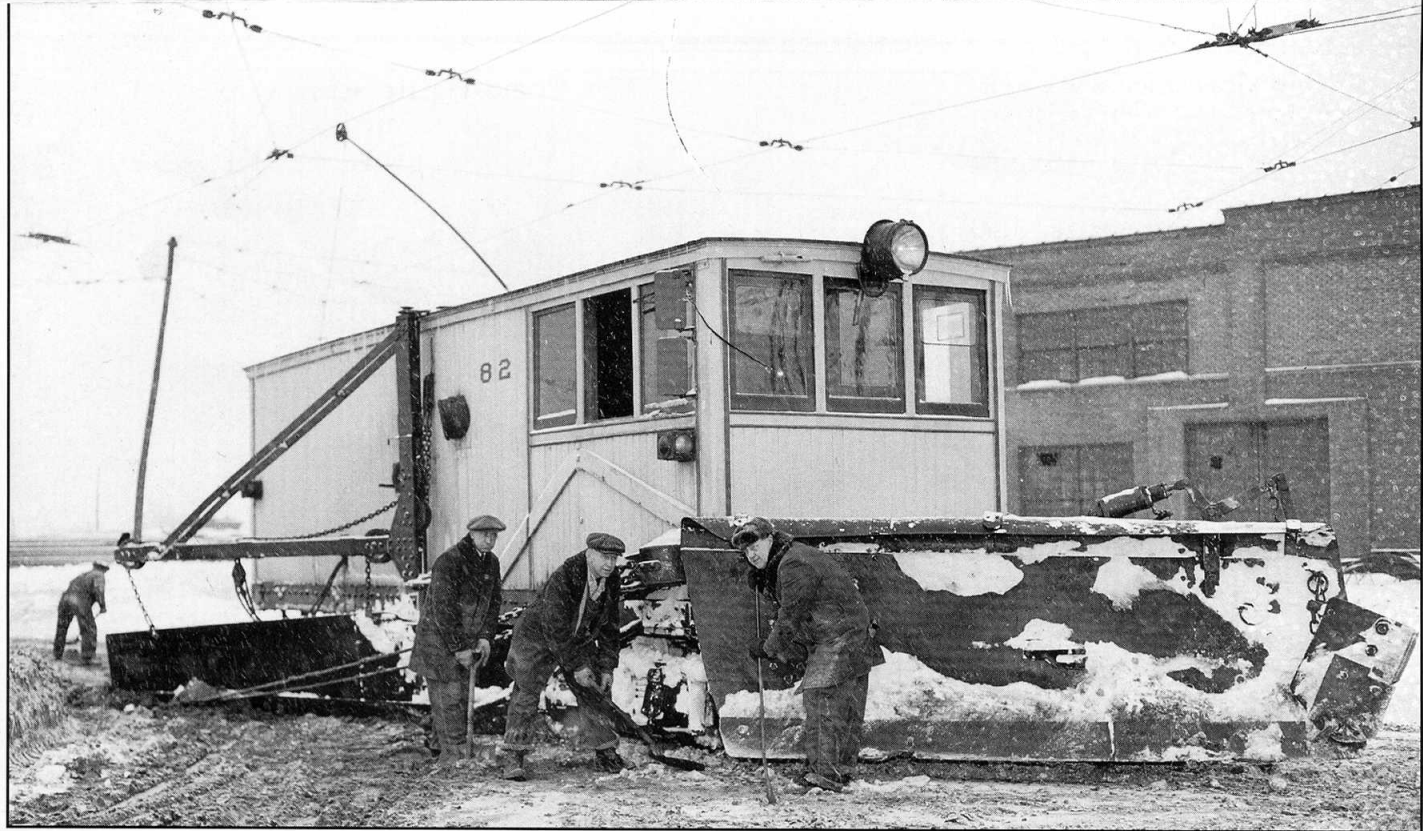


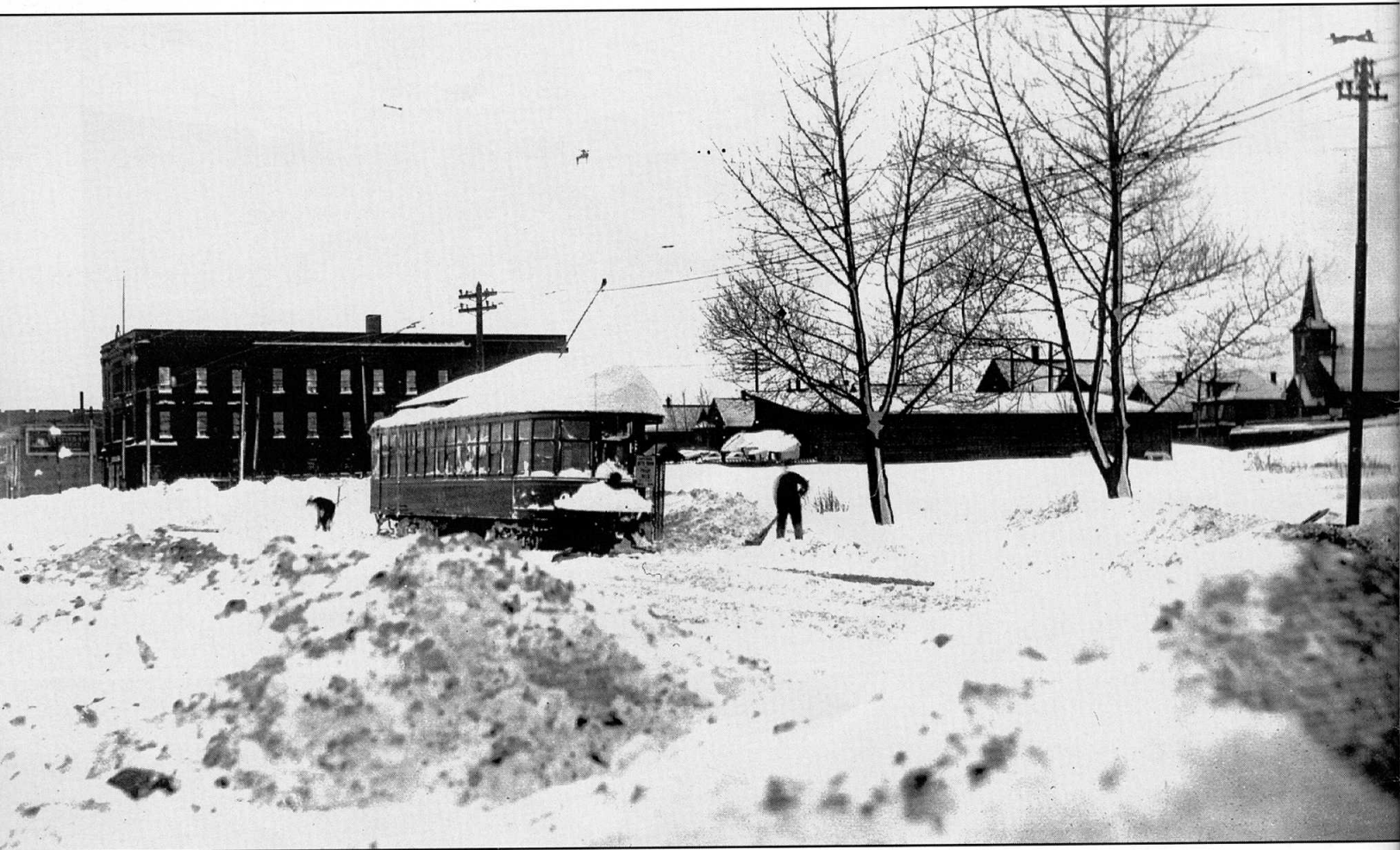
**Above and below: Can you imagine running a streetcar in these conditions? PCC's handle an April 1949 storm at Seven Corners and on Payne Avenue. St. Paul Pioneer Press photos, Minnesota Historical Society collection.**

**Opposite page: A March snowstorm in 1951 caused a St. Paul Pioneer Press photographer to document plow #82 at Snelling Shops. This is the only interior view of a plow the Editor has ever seen. The crew members are (L to R) the "trolleyman", who was an all-purpose assistant, the motorman and the "wingman", with his hand on the wing plow control. Minnesota Historical Society collection.**









**Heavy sledding in Duluth around World War I. The above location is unknown.**

**The bottom view is taken at Coates and Superior Street in 1916. That's the DM&N ore dock in the background. Both North East Minnesota History Center collection.**







**DM&IR 2-8-8-4 #226  
at the Proctor round  
house. North East  
Minnesota History  
Center collection.**



**In 1972, Joe Elliott  
took this frozen study  
of an ex-Pullman  
work train car with tv  
antenna parked next  
to the C&NW Winona  
depot.**



In 1912, the Northern Pacific calls at Morris. MTM collection.

In 1931, MTM's #A-11 was Great Northern #A-1. It travelled to Bieber, CA for the opening of the Inside Gateway line. Many details have changed in subsequent rebuildings—the clerestory roof is now round, the standard trucks are gone, the train door to the back platform is centered and the window configuration is changed. John W. Barriger photo, Barriger Collection, St. Louis Mercantile Library.



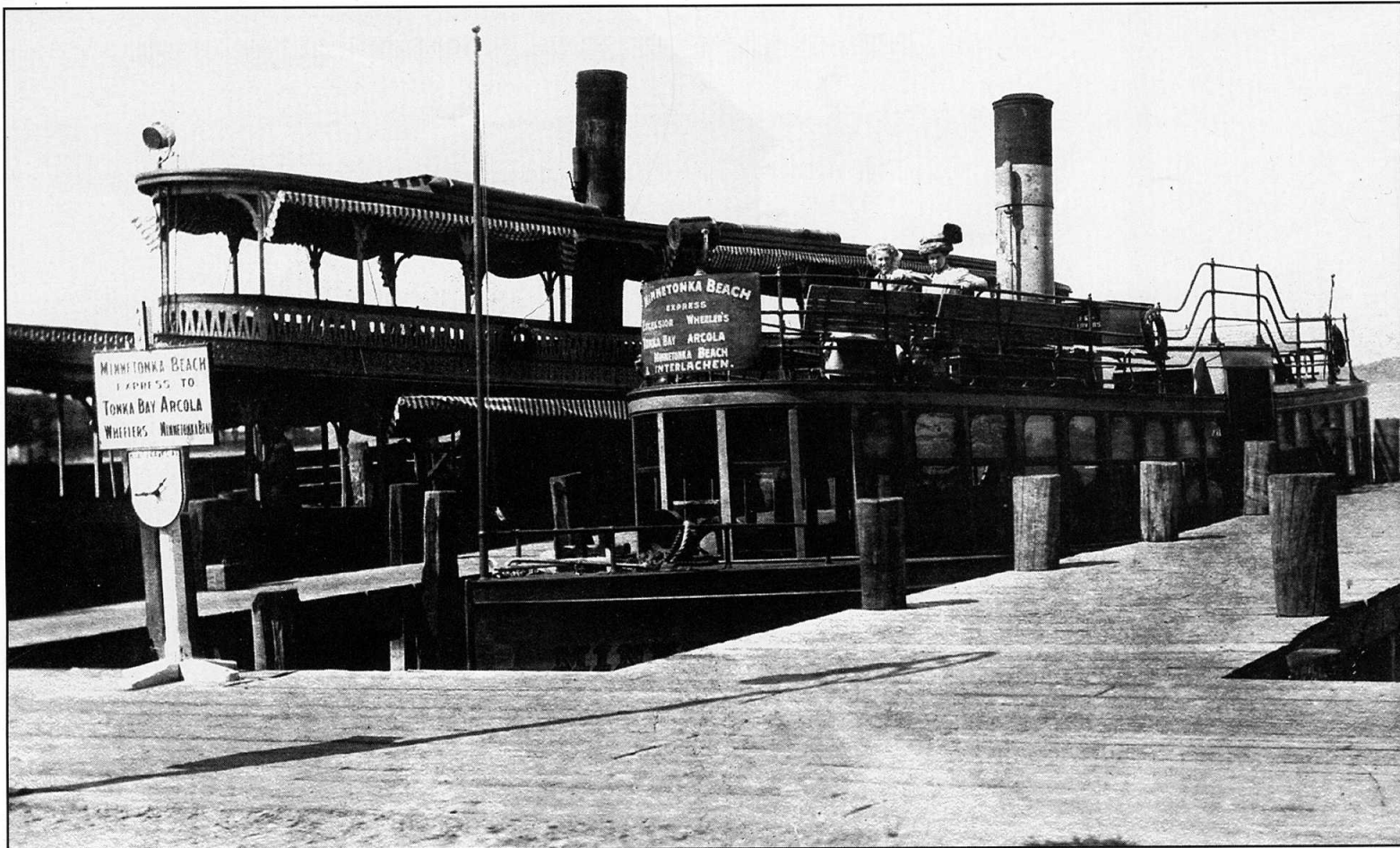




A new Chevy track inspection car at Shoreham Shops. Minnesota Historical Society collection.

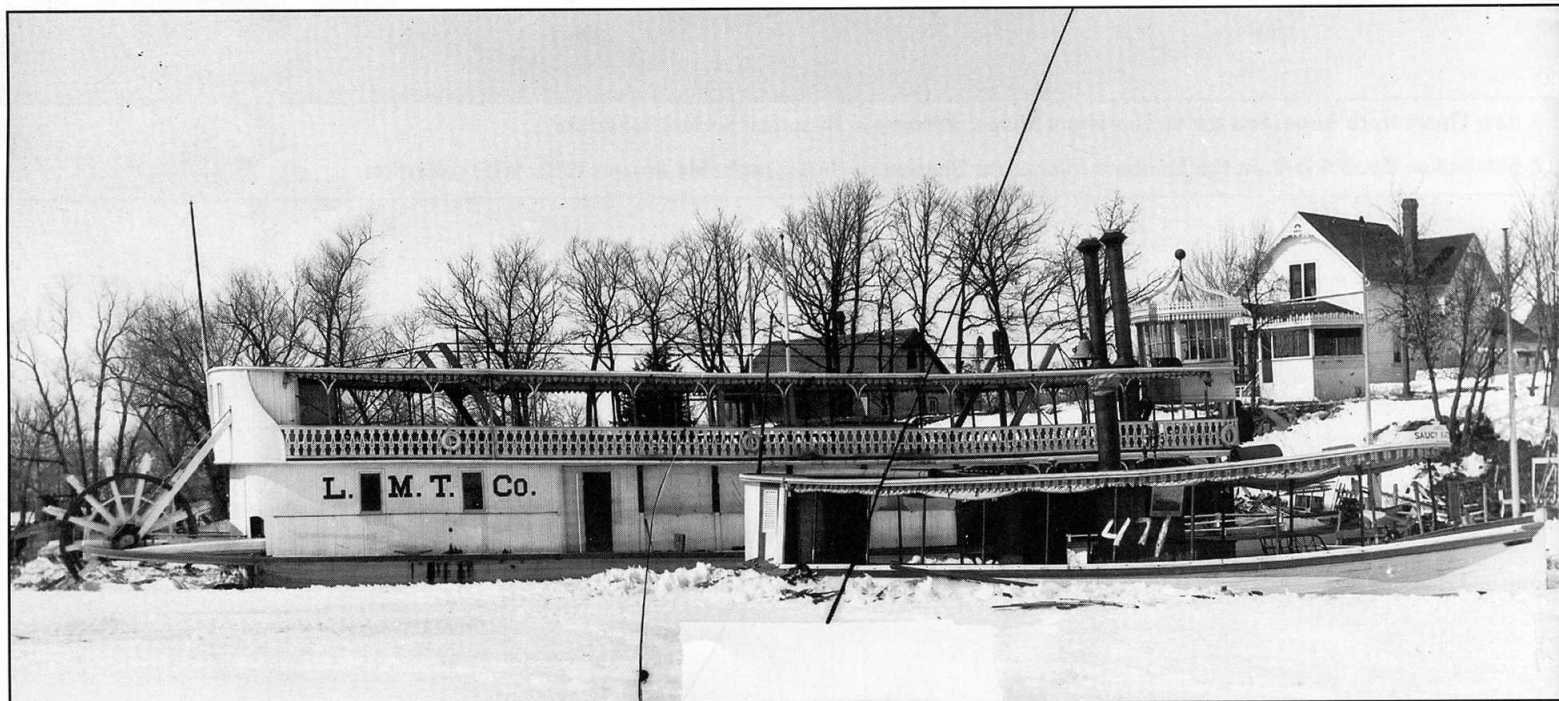
A Milwaukee Road 4-6-0 on the Southern Minnesota Division at Wells, probably around 1910. MTM collection.





Minnehaha shares the Excelsior dock with the 85 footer Puritan. Built in 1901 for the Lake Minnetonka Transportation Co., it was purchased by TCRT in 1906 and was used for excursions until it was scrapped in 1914. Joe Fishbein collection.

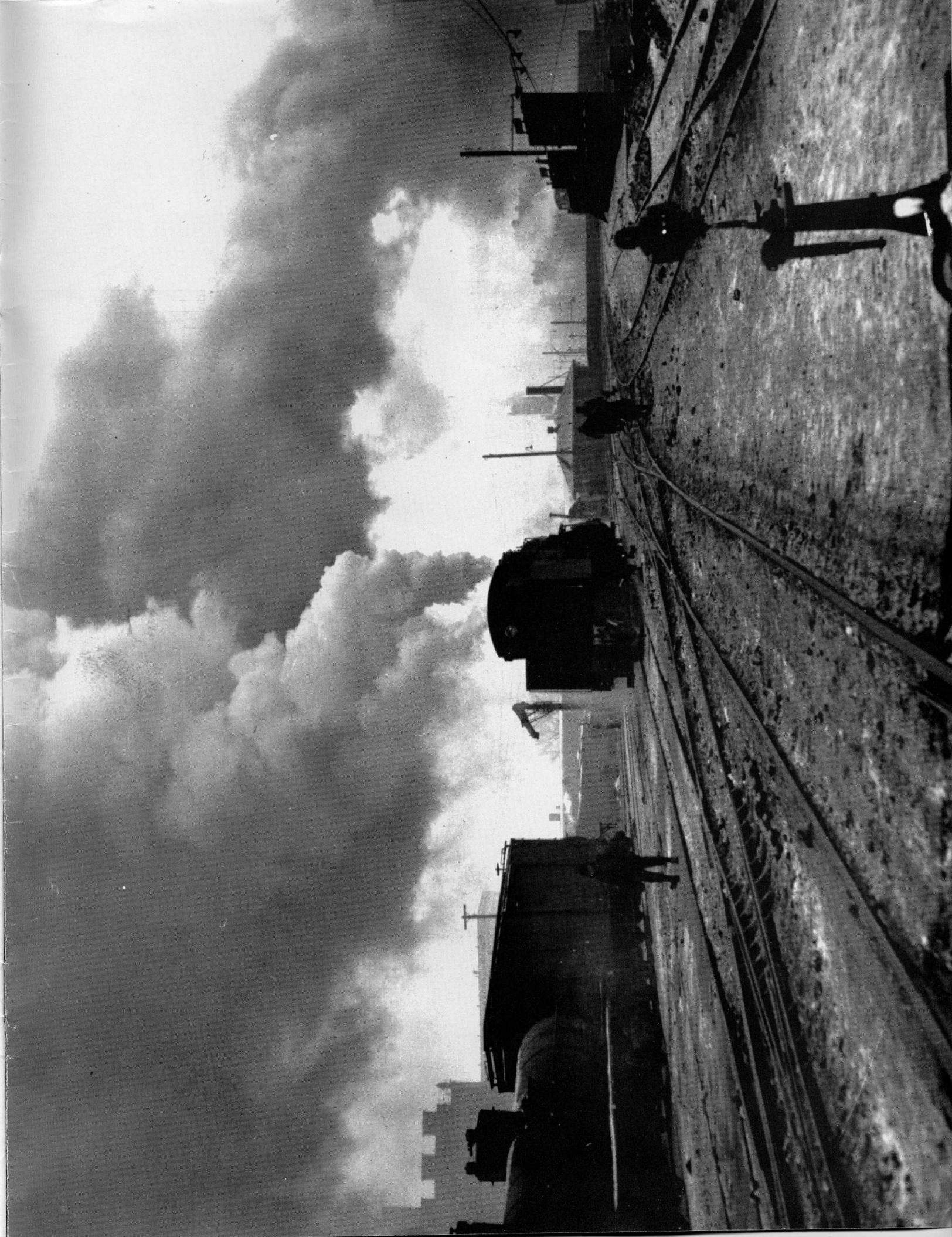
The steamers Tonka and the smaller Saucy Kate sit out the winter on the ice of St. Albans Bay. Minneapolis Public Library collection.



Inside rear cover: According to the caption on this undated photo taken in the Milwaukee Road yard south of the Minneapolis depot, it was ten below zero but "...no difficulty is being encountered anywhere in operation." Star-Tribune collection.

Rear cover: On April 14, 1949, two Minneapolis cars approach the Fort Snelling wye. The round tower is visible at left. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.













# MINNESOTA STREETCAR MUSEUM

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August 2021

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